The Outlook

NEW YORK, MARCH 14, 1908

Vol. 88 No. 11 Published by the Outlook Company, 287 Fourth Ave., New York. Chicago Office, Marquette Building. Lawrence F. Abbott, President. William B. Howland, Treasurer. Karl V. S. Howland, Secretary. Lyman Abbott, Editor-in-Chief. H. W. Mabie, Associate Editor. R. D. Townsend, Managing Editor. $3 a year 10c. a copy

The Defeat of Senators Foraker and Dick

The Ohio State Republican Convention met last week at Columbus. Every seat was occupied by supporters of the policies of President Roosevelt and the followers of Secretary Taft. Neither Senator Foraker nor Senator Dick was present—apparently this was the first Convention in two decades which has not been attended by one or the other. So keen was the animus against the Senators that their portraits, which had been put in conspicuous places over the stage, were removed. The only disheartening feature of the occasion seemed to be the presence of Mr. George B. Cox, the "boss" of Cincinnati and Hamilton County. Mr. Garfield, Secretary of the Interior, was introduced as temporary Chairman, and his speech was listened to with close attention, as it was rightly regarded as officially defining the Administration's attitude. Mr. Garfield said that the all-absorbing issue in the coming campaign is: Shall the Roosevelt policies be approved and continued? "Among our opponents there are the two extremes—those who say we have gone too far, and those who say we have not gone far enough." The first class "would attribute the recent financial crisis and its resulting business depression to these policies." But the second class "would destroy corporations because some of their managers have misused their powers, would prohibit labor unions because of the evil deeds of some of their leaders, would confiscate property because it is unequally distributed, would have the Government own and operate all public utilities because some are ill or corruptly managed. . . . The Republican party, with the President, stands opposed to both these extremes." The Convention platform, in line with Mr. Garfield's recommendations, stands pledged to "those ideals in our Government which mean justice, equality, and fair dealing among men," more particularly to "commercial and industrial liberty," to "individualism as against socialism," to "competition as against monopoly," to "Government regulation as against Government ownership;" to reforms of our banking and currency system, of our tariff, of our anti-trust laws; to a new employers' liability law in conformity with the rule laid down by the Supreme Court, to "a limitation in the exercise of the power of injunction in order to prevent its abuse," to "the civil and political rights of the American negro in every State," and to provision for the conservation of such natural resources as are represented by our waterways. To neglect conservation of our natural resources means, as Mr. Garfield said, "that private interests with special privileges will obtain control, without just compensation and without due regulations, of the fuel, timber, and water resources of the country." The platform also commended the administration of Governor Harris, who was renominated by acclamation, and, above all, indorsed Secretary Taft as Ohio's candidate for President. Thus Mr. Taft becomes officially, as he has long been popularly, Ohio's Republican candidate for the Presidency.

❀

A Democratic Platform

Peculiar interest attaches to the platform adopted with enthusiasm by the Nebraska State Democratic Convention last week. This peculiar interest arises from the wide publication of the assertion that the platform was prepared under Mr. Bryan's special supervision, and that it represents the political creed to which he wishes the Democratic party to adhere during the coming Presidential

PRODUCED BY UNZ.ORG
ELECTRONIC REPRODUCTION PROHIBITED

campaign, whether he be its candidate or not. The platform is open to criticism because it has too much political sparring as opposed to statesmanlike principles—a fault pretty common in political platforms—and also, we think, in that it proposes too many remedies for political evils instead of concentrating attention on the two or three points around which the battle is likely to rage. Thus, among the things advocated are the election of Senators by direct vote; postal savings banks; a currency plan which should be neither like that of the Aldrich Bill nor the Fowler Bill, but should include an emergency currency issued and regulated by the Federal Government; an eight-hour day; modifications of the right of courts to issue injunctions; an employers' liability law; separate Statehood for Arizona and New Mexico; a generous pension policy; an anti-stock-gambling law; an income law and inheritance tax; a law against the admission of undesirable Asiatic immigrants; stricter enforcement of the law against any immigrant who advocates assassination; the immediate declaration of an intention to establish independence in the Philippines at an early date; and so on, and so on. We need not say that The Outlook is in full sympathy with many of these recommendations, but they seem somewhat to overload a State platform. The overshadowing issue is stated as the duty of freeing the Government "from the grip of those who have made it a business asset of the favor-seeking corporations." To this end hearty approval is given the present laws prohibiting railway rebates and railway passes, and it is urged that State and National legislation should be passed making it unlawful for any corporation to contribute to campaign funds, and providing for publication, before the election, of all individual contributions above a reasonable minimum. The platform goes further, and demands laws that will make it impossible for a private monopoly to exist in the United States. We quote verbatim the clauses of the platform relating to the tariff:

We welcome the belated promise of tariff reform now offered by a part of the Republican party as a tardy recognition of the righteousness of the Democratic position on this question, but the people cannot safely intrust the execution of this important work to a party which is so obligated to the highly protected interests that it postpones relief until after election. And we call attention to the significant fact that the promise now made by those Republicans who favor tariff revision is wholly vitiated by the use of the very qualifying words under which the present tariff iniquities have grown up.

We favor an immediate revision of the tariff by the reduction of import duties. Articles entering into competition with articles controlled by trusts should be placed upon the free list; material reductions should be made in such other schedules as may be necessary to restore the tariff to a revenue basis.

Equally worth quoting is the paragraph about the control of commerce by Nation and State:

We assert the right of Congress to exercise complete control over inter-State commerce, and we assert the right of each State to exercise just as complete control over commerce within its borders. We demand such an enlargement of powers of National and State railway commissions as may be necessary to give full protection to persons and places from discrimination and extortion. We believe that both the Nation and the various States should first ascertain the present value of the railroads, measured by the cost of reproduction; second, prohibit the issue of any more watered stock or fictitious capitalization; third, prohibit the railroads from engaging in any business which brings them into competition with their shippers; and, fourth, reduce transportation rates until they reach a point where they will yield only a reasonable return on the present value of the roads—such reasonable return being defined as a return sufficient to keep the stock of the roads at par when such roads are honestly capitalized.

❀

Stock Gambling

The introduction of a bill in the House of Representatives by the Hon. William P. Hepburn, nominally "relating to the public revenue," but really designed to check gambling in stocks, has called attention again to a serious evil. Everybody admits that there is such a thing as stock gambling; but there is no unanimity of opinion as to what constitutes this sort of gambling and no agreement as to how it shall be defined. When a man buys a piece of real estate, with the expectation that real estate will rise in value and that he can sell it again at a profit, he is not considered a gambler,

PRODUCED BY UNZ.ORG
ELECTRONIC REPRODUCTION PROHIBITED

though he may justly be called a speculator. In that case the title of the real estate passes to him. Suppose the rise were very sudden and he had a mortgage upon the property, he might never really pay for the property himself; he might take the money from the man who purchased the real estate from him, and hand it over to the man from whom he bought the property, keeping for himself the difference between the first price and the second. As a matter of fact, precisely this does not normally happen in real estate transactions, but it does happen in stock transactions. If it is supposed that the speculator does not go through the form of taking title and placing a mortgage, he would be in much the same position as a speculator on margins. Titles in stocks are not safeguarded as titles in real estate are, and what would practically be impossible in a real estate transaction is often possible in a stock transaction. To draw the line, therefore, between a legitimate and an illegitimate stock transaction seems to be very difficult. Mr. Hepburn would discourage illegitimate speculation by placing a tax of fifty cents "on each share of one hundred dollars of face value or fraction thereof" in the case of every sale of stocks. This would apply to agreements to sell, to memoranda, and the like. Naturally, such a tax would discourage all speculation in stocks, and therefore, it is believed, would greatly reduce, if not eliminate, the illegitimate speculation which thrives upon frequent transfers of stock. The German method of curing this evil has been outlined in an article in the New York World. The German law, as there described, requires all speculators in stocks to be registered brokers. The merchant may thus be registered as a stock speculator, but the fact that he is so registered hurts his business, for it creates a distrust in him. It practically labels him a stock gambler. As a consequence, the business man is discouraged, practically prevented, from taking an occasional "flyer" in stocks. Only those stock speculations which are carried on by registered brokers can be enforced by law. An unregistered speculator can repudiate his losses. All Bourses (the Bourse is the German Exchange) in Germany are under Governmental supervision. No stock can be the subject of a transaction on the Bourse unless it is first regularly admitted by a Governing Committee. The prices of these stocks are determined by the Governing Committee, who act through official "quotation brokers." No prices for stocks can be quoted except those given out by this Governing Committee. The stock ticker is unlawful. To buy or sell stocks in the products of mines, factories, or the soil on margin is a criminal offense. This is the German method of dealing with the evil. According to Professor Emery, of Yale, as quoted in an article in the New York Times, this law has been far from satisfactory. It has actually injured the farmers by making the price of their products variable and uncertain. It has been pointed out by several economists, and recently by Dean Johnson, of the School of Commerce and Finance of the New York University, as quoted in this same article, that speculators act as a natural regulator of stock prices, and prevent wide fluctuations. The process is simple. As soon as a sudden rise or fall in prices appears, speculators rush to take advantage of it, and the prices are reduced or raised as a consequence. Stock speculation is thus, in his opinion, a sort of balance-wheel. The evil of stock gambling is pronounced and undeniable, but that proper methods for dealing with that evil cannot be formulated off-hand is indicated by these differences of opinion.

❀

The Nine-Hour Law

A large number of railway accidents, culminating in the Baltimore and Ohio horror near Washington a year ago, naturally called public attention to the necessity for new laws to promote the safety of employees and travelers on railways by limiting the hours of service of employees thereon. If anything could add to the ghastliness of a railway accident, it is to be told that it might have been avoided if the operator or train-despatcher had not been asleep or otherwise incapacitated because he had been compelled to work overtime and therefore transmitted a

PRODUCED BY UNZ.ORG
ELECTRONIC REPRODUCTION PROHIBITED

wrong order or no order at all! Hence Congress enacted a law to apply to inter-State railways providing that it shall be unlawful for them, first, to require any employee to be on duty longer than sixteen consecutive hours; second, that whenever he shall have been on duty for this period he shall be relieved and not required again to go on duty until he has had at least ten consecutive hours off duty; third, that no employee who has been on duty for a number of stretches amounting in the aggregate to sixteen hours in any twenty-four-hour period shall be required to continue or again to go on duty without having had at least eight consecutive hours off duty; finally, that no operator, train-despatcher, or other employee who, by the use of the telegraph or telephone, receives, reports, or delivers orders affecting train movements shall be required to remain on duty longer than nine hours in any twenty-four-hour period in any stations continuously operated night and day, or longer than thirteen hours in all stations operated only during the daytime, except for four hours in case of emergency. The penalty for violation of this law is a fine of not over five hundred dollars for each instance. The law has been accepted by the public generally as humane, timely, just, and reasonable. The main criticisms have come from railways operating through long stretches of unoccupied territory, where the telegraph operator may be the only person at his station and where communities may be few and far between. While the new law may somewhat increase the expenditures of all railways, it will increase those of railway companies operating in the West and South very materially and, as they claim, unreasonably. But public opinion will undoubtedly hold that this expense is essential, not only to the welfare of the railway workmen, but to the safety of the railway passengers.

❀

Judge Wilfley Exonerated

A month ago The Outlook published an editorial entitled "A Fearless Judge." The opinions then expressed were last week confirmed in emphatic language by President Roosevelt and Secretary Root. Since the organization of the United States Federal Court for China, Judge Wilfley has conducted its procedure and has presided over its sessions. As The Outlook has reported, Judge Wilfley's first act was to compel all the lawyers at Shanghai who wished to practice in the Court to pass an examination. Three-quarters of those who first presented themselves did not pass. They presented this and other alleged arbitrary acts as reasons, in a petition to President Roosevelt, for the Judge's removal. As the Court is not under the control of the Department of Justice, but of the State Department, Mr. Root made an analytical review of the charges against Judge Wilfley, and disposed of each by showing that no one of them is a proper basis of criticism. In transmitting his report to the President, Mr. Root reviewed conditions in the treaty ports of China, and American duty because of the responsibility which extra-territorial laws impose upon us, and concludes:

> There is a broader view to be taken of this petition as a whole and of the proceedings of the United States Court for China, from which the petitioner has picked out certain details for criticism. American administration in Shanghai had long been notoriously lax and ineffective, and the gamblers and prostitutes of Shanghai generally flourished under the claim of American citizenship and the protection of American indifference. To such an extent had this gone on that prostitutes generally in Shanghai, and to a considerable extent in the other cities, whether American or not, were called "American girls," and the two expressions were practically synonymous. One of the principal causes urging to the formation of the new court was the necessity of doing away with this disgraceful condition of affairs.
>
> The evidence is overwhelming that Judge Wilfley has accomplished this work effectively and thoroughly, and has cleared the American name from the disgrace that rested upon it. It was not an easy task, and it could not be done except by the stern and active administration of justice. Such an administration necessarily creates resentment and enmity.
>
> My opinion is that Judge Wilfley is entitled, not to condemnation, but to commendation and high credit for his conduct in office, and that the charges against him should be dismissed.

President Roosevelt, in indorsing Secretary Root's report, cordially concurs in the finding:

> The statements therein made in reference to the character and conduct of Judge Wil-

PRODUCED BY UNZ.ORG
ELECTRONIC REPRODUCTION PROHIBITED

fley and his accusers are borne out by the statements of every reputable man, whether business man, missionary, Government agent, or representative of a philanthropic or religious body, who has written to me.

It is clear that Judge Wilfley has been attacked not because he has done evil, but because he has done good. The assault on him is simply an impeachment of decency and zeal for the public good, and if successful would tend to cow and discourage every honest public servant who dares to withstand the forces banded together for evil, and would do grave damage to the honor and interest of our country in the Orient. If the attacks were to succeed, the beneficiaries would be every keeper of a house of prostitution, every swindling lawyer, every man who lives by blackmail and corruption in the cities of the Far East. These are the people whose hopes have been revived by the effort to overthrow this upright and fearless Judge who has already done so much for the good fame of America in China. It is not too much to say that this assault on Judge Wilfley in the interest of the vicious and criminal classes is a public scandal.

❀

The Macao Incident

Chino-Japanese relations were somewhat strained last week. As every one knows, South China has long been a hotbed of disaffection. The Chinese Government has been endeavoring to stamp it out by every means in its power. A month ago a Japanese steamer was seized, just outside (so the Chinese claim) the three-mile limit of the Portuguese island-harbor of Macao, below Hongkong, on the Chinese coast. We do not always realize that Portugal has such far-reaching colonies. Aside from Continental Portugal, there are the Azores, Madeira, the Cape Verde and other islands, African Portugal, Goa in India, certain islands in the Indian Archipelago, and the harbor of Macao in China. The territory belonging to Macao covers but four square miles. Its population is about seventy thousand. The port is important as a distributing center. The Japanese vessel in question had a cargo of something less than two hundred cases of guns and ammunition. These were duly consigned from shippers in Kobe, Japan, to a Portuguese firm in Macao. Owing to gradual filling up of the long harbor, vessels of deep draught are compelled to discharge their cargo far from the city itself, but the Japanese claim that their ship was in Portuguese waters, and that the Portuguese harbor-master was already on board and was superintending the discharge of the cargo in due form. Nevertheless, four Chinese revenue cutters suddenly appeared and captured the boat, confiscating the cargo, as being destined for Chinese insurgents. The question to be settled is, evidently, Was the Japanese vessel within or without the limits of Portuguese administration? The Chinese, having meanwhile taken the vessel to a point near Canton, offered to submit the whole matter to the arbitration of a mixed court. This was declined by the Japanese. They demanded, instead, an immediate restoration of the vessel and of its cargo, and an apology for the offense. China has offered to restore the ship and to reprimand the officials who lowered the Japanese flag, but has not yet agreed to restore the cargo or make an apology. The incident calls general attention to present-day conditions of defense in both China and Japan.

❀

Venezuela Refuses to Arbitrate

For the third time President Castro has positively refused to submit to arbitration charges of oppression and financial loss made by American citizens doing business in Venezuela. The report of this refusal, published last week, states that our Government did not insist upon the Hague Tribunal as the authority before which the arbitration proceedings should be held, and that in its last demand upon Venezuela the five separate questions involved were submitted individually, with a request for the arbitration of each, in order that President Castro could, if he liked, accept the principle of arbitration for some of the demands and refuse it in the other cases. The whole question will now come up in Congress, and it is difficult to see what the next step should be. It is just three years ago since Secretary Hay instructed the United States Minister to Venezuela to inform the Government of that country that if it would not arbitrate these claims "the Government of the United States may be regretfully compelled to take such measures as it may find necessary to effect complete redress without resort to

PRODUCED BY UNZ.ORG
ELECTRONIC REPRODUCTION PROHIBITED

arbitration." President Castro's position is, in brief, that the claims made by the Americans who consider themselves injured have been brought before the courts of the country, that the highest judicial authority in Venezuela has decided against them, and that it would be humiliating and unworthy of an independent nation to submit to foreign arbitration the decisions of its highest courts. He would argue that the United States would never ask a strong country, like France, for instance, to arbitrate demands relating to property altogether within French territory, and that to insist that a feeble country should do so would be the bullying of a weak people by a strong people. We cannot here enter into all the elaborate intricacies of the charges and counter-charges, scandal and corruption, that have marked the history of the asphalt interests in Venezuela. It must be noted, however, as furnishing the reply to President Castro's position, as outlined above, that the matters in dispute have not been simply questions of title or property rights as between different American claimants, but that the Government of Venezuela itself has seized and confiscated (and, as alleged, without just cause) immensely valuable concessions and land-holdings belonging to Americans, and has been itself the tyrannical and arbitrary force through which, as one of the contestants says, the companies have "continuously experienced innumerable hindrances, extortions, conspiracies, and wanton wrongs." The excuse for this confiscation has been based partly on technical and legal points, but more largely on the charge that the owners of the property confiscated aided revolutionists by money and in other ways, and in particular that they were concerned in purchasing for General Matos a steamship which tried to bring to this leader of the revolution military supplies and reinforcements. It will be seen that, after all, the claims are really political as well as legal. Certainly the charge that the Government of Venezuela has itself oppressed and ill-treated Americans is not outside the field of arbitration, while the complaints also include the expulsion of at least one American citizen from the country.

Slavery in Portuguese Africa

It is not alone in the Congo country that oppression and cruelty are to be found in Africa. The condition of affairs in Portugal's colonies in West Africa, and especially in the cocoa islands along the coast, is barbarous. The system euphemistically called "indentured labor" is, in fact, nothing more or less than slavery—and slavery of an atrocious kind. The account given us by General F. Joubert-Pienaar, who served with credit as a general officer in the Boer War, is convincing in its plain and clear statement of the facts. His first experience of the slavery was when he reached Island Principe, nearly three years ago. This is what he found:

> The English director of the cable office took me to some of the cocoa plantations, with which the slopes of the hills are covered. He told me that it was a terribly unhealthy place to live, and that Europeans could not exist there for more than a couple of months at a time, and that frequent changes have to be made, therefore, in the telegraph department. He told me, further, that the year before the whole original population of the island had died from malarial fever, and that the following year they imported five hundred slaves, men and women, to repopulate the island. That was ten months before my visit. Pointing to five women walking on the street, he said: "There are all that are left of the women imported, and only about a dozen men remain." I asked him how they carried on the work of the plantations. He said it was done by simply importing slaves, from time to time, to replace those who had died.

In other islands the conditions were even worse; at São Thome, for instance, several thousand slaves die yearly on the cocoa plantations from malarial fever, and are replaced by a fresh supply from the mainland. Later on General Joubert-Pienaar publicly challenged the Portuguese Government to produce five men who had returned alive from these islands during the last fifty years, but without response; he declares that he never heard of a single case where one of these slaves had returned to his own country, while in the coast towns the abnormal proportion of native women and children noticeable is due to the fact that the men have been sent as slaves to the islands. The method of obtaining the slaves and of making the

PRODUCED BY UNZ.ORG
ELECTRONIC REPRODUCTION PROHIBITED

pretense of a contract with them is thus described:

When any slaves are wanted in the islands, the plantation owner informs the slave-traders on the mainland. The slave-trader goes to a strong chief, inland, and bargains with him for the number of slaves he requires, generally paying him in rifles and ammunition. This chief will not send any of his own men to the islands, but, calling his braves, he goes to some weaker tribe, attacks it, and annihilates the tribe, taking the men, women, children, and cattle captive. The men, and as many women as are necessary, he hands over to the slave-trader, the rest of the women and the cattle he keeps for himself and his people, and the children he sells to colonists for slaves. On these slave-hunting expeditions the most terrible cruelties are enacted and the most gruesome atrocities perpetrated. Those who are handed over to the slave-traders are shackled together with wooden shackles, in rows of four, and driven to the coast to be shipped, the journey lasting from eight to fourteen days. As the country is thickly wooded, the suffering these poor fellows, shackled as they are, endure before they reach the end of their journey can well be imagined. Those who become too weak to keep the pace with the others are driven with an instrument called a "chicot." They are beaten until they can go no further, and then simply left to die. In many instances they expire in their shackles.

Arriving at the coast, these men—and sometimes women when they are required—are brought before an officer appointed for the purpose. He reads the contract to them in Portuguese; and after the contract has been read to these people, who do not understand one word of the language, a black man, who is stationed there for the purpose, shouts to these slaves to say "Yes!" Of course they all repeat the "Yes" after him, and the Portuguese official then certifies that these men have all agreed to go and work on the islands under the terms of the contract read to them. He then takes a little tin box, in which a copy of the contract is placed, and ties it around the neck of each of the slaves. On the face of it everything is correct and according to law, but everybody knows that the slaves are sent to die in the cocoa islands, and of course the price agreed upon cannot be paid to dead men. In this way the families of the poor fellows who go to the islands never receive a cent of what the men earn, therefore hundreds of them flock to Loanda to see if they can hear anything about the fathers and husbands who were torn from them.

General Joubert-Pienaar went to Portuguese Africa with the intention of living there and engaging in business. At first everything went well, but when, because of his military experience, he was sent out as the leader of a force of colonists to put down an insurrection of Kaffirs, he found it impossible to countenance the cruelty toward the natives which seemed to be regarded as a matter of course. His subordinate commander, for instance, fought the Kaffir chief, Molando, killed him, cut off his head, and sold it to the local governor, who used the head as a sort of corner-stone for a fort and planted the Portuguese flag in it. The price paid for this head by the governor was nine children from four to eight years old who were torn away from their mothers—prisoners of war. This incident determined General Joubert-Pienaar to oppose slave-hunting and slave-trading with all his might. As a result, he was opposed and thwarted in every way by the Portuguese authorities in the colony, and not only lost most of his property, but was driven from his home, followed about by an armed force, and after much positive suffering barely escaped with his life by placing himself under the protection of the British Consul. The narrator of this story is now in this country, and is well accredited by English men and women of distinction as thoroughly trustworthy. He hopes to arouse such a sentiment of indignation against the form of human slavery he has witnessed that it will be universally execrated and that the Portuguese Government shall be forced by international sentiment to right the wrong which now disgraces its name.

❀

A Royal Pedigree

The Rev. Frederick W. Ragg, a Fellow of the Royal Historical Society, according to the Boston Transcript, has been restoring the little parish church of St. Leonard, at Acton-le-Walls, in Northamptonshire, and as part of this work has been examining the tombstones of the Washingtons in the churchyard and the parish register. Mr. Ragg has traced the ancestry of Margaret Butler, the wife of Lawrence Washington, who died the same year with Shakespeare. She was the grandmother, thrice removed, of Washington, and she was the granddaughter, twice removed, of Sir John Sutton of Dudley, who was descended from Edmund of Woodstock, son of Edward I of England and of Margaret, daughter of Philip III

PRODUCED BY UNZ.ORG
ELECTRONIC REPRODUCTION PROHIBITED

of France. If it is established that Washington had royal blood in his veins and was descended from a King of England, Americans will only count it a picturesque incident in American genealogy. Those who are interested in such matters may draw interesting parallels between Washington and his royal ancestor on the English side, for Edward I, familiarly known as Longshanks, was a soldier of tried and proved valor, with a notable genius for leadership. He fought with his father against the barons in the war inaugurated in 1263. In 1270 he joined a crusade in Palestine. When he returned to England to become King, he found several troublesome problems awaiting solution. He solved one of them, the conquest of Wales, after a vexatious and bitter struggle. He solved another by invading Scotland, dethroning John Balliol, and making himself master of the country. In this fight he was opposed by a man whose spirit and temper were like Washington's. William Wallace is one of the most shining names among patriots; and the monument at Stirling which commemorates his notable victory has left a deep impression on the popular imagination. It was Edward's unhappy fate to be matched against another great patriot, Robert Bruce; but before he had time to settle matters with that sturdy and valiant Scotchman he died. Edward I was impulsive, generous, and capable of great affections. His love for his wife is commemorated by the crosses which mark the places where her body rested on its last return to London. "I loved her tenderly in her lifetime," the King wrote; "I do not cease to love her now she is dead." In his old age he could say with truth, "No man ever asked mercy of me and was refused." If Washington had royal blood in his veins, it flowed from a man who was kingly in nature as well as in station.

❀

A Longer Day

An attempt to make the English day longer is being much discussed in England, where an inventive gentleman suggested some time ago that all the clocks in the United Kingdom should be simultaneously put forward one hour and twenty minutes. In this way a man who rises at nine would, unbeknownst to himself, as the Irishman said, be getting up at 7:40, and would lengthen his daylight almost an hour and a half. Later it was announced that a member of Parliament had drawn a bill to induce a less but still a great saving of time by advancing all the clocks eighty minutes during the summer months. Two hundred and ten additional hours of daylight would be secured for business and for pleasure during those months; and as the impression prevails that the early morning hours are most auspicious for creative work, it is to be hoped that the intellectual standard of the Empire may be perceptibly elevated. Some practical difficulties have, with vulgar persistence, obtruded themselves. The person who now dines at 7:30, for instance—which is perhaps the average dining hour of the Londoner—will then be dining at 6:10, which is preposterously early, and will be altogether unfashionable. Moreover, there is one aspect of the change which would fill London with horror. If, for instance, a man were going to a seven o'clock dinner, under the new arrangement of daylight he would appear on the streets of London in evening dress at 5:40, which would shake the British Empire to its foundations. Sir William Henry Mahoney, the Astronomer Royal, has had the effrontery to declare that the scheme is futile; that it is simply special legislation for the benefit of late risers; and he goes so far as to declare that no Act of Parliament will ever make people leave their beds earlier. This shows a skepticism with regard to the efficiency of legislation which is disheartening. The scheme is enticing, but it is to be feared that it belongs to the era of the millennium. Oliver Herford suggests the difficulty in one of his wisest and most popular aphorisms—"For many are called, but few get up!"

❀

In Memory of America's Greatest Artist

Half a year ago the greatest artist our country has produced, and one of the foremost sculptors of his time, died at

PRODUCED BY UNZ.ORG
ELECTRONIC REPRODUCTION PROHIBITED

his home in New Hampshire. Last week a memorial exhibition of his works was opened at the Metropolitan Museum of Art in New York City. In the lofty, well-lighted gallery at the eastern end of the building have been collected replicas of many of the great public monuments of Augustus Saint-Gaudens and a host of his smaller works, both in reproduction and in the originals. The collection is dominated by three statues—the Chicago Lincoln, facing the entrance, the Sherman at one end, and at the other the new Lincoln, also to be placed in Chicago. This statue, of which the original bronze is on exhibition, loaned by the trustees of the fund for its erection, was one of the last works of the sculptor. About the walls stand the Farragut, the sculptor's first public commission, but a work which, as Mr. Kenyon Cox has said, "remains one of the modern masterpieces of portrait statuary;" the Deacon Chapin, from Springfield, in which the spirit of New England Puritanism is powerfully and reverently embodied; and the wonderful figure from the Adams Memorial in Washington, to which Saint-Gaudens would never give a name, but in which each beholder may find an eternal meaning for himself. Of the smaller works there are many in bas-relief. In this mode of working, no less than in sculpture in the round, Saint-Gaudens was a master. To again quote Mr. Cox, "I believe Augustus Saint-Gaudens the most complete master of relief since the fifteenth century." Perhaps the best known of his reliefs, certainly one of the most satisfying to the lovers of its subject, is the Robert Louis Stevenson memorial which has its place in St. Giles's Church, Edinburgh. There is one gap in the exhibition which is greatly to be lamented. But it may be presumed that it was only permitted because of the difficulty or impossibility of making a replica. Attention is drawn to it by a large photograph of the Shaw Memorial in Boston, one of the greatest works of the sculptor. In imaginative power, skill of composition, and perfection of technical detail this monument holds the highest place beside the Sherman monument. But this absence of even so great a work serves only to emphasize the adequacy and impressiveness of the exhibition as a whole. It offers a unique opportunity to study the work of a man of genius, and it forces the realization that American art, in one direction at least, has produced work which ranks with the highest in modern times. This impressive exhibition was fitly prefaced by a memorial meeting held in New York City ten days ago, at which the different arts were represented, and a large audience assembled to do honor to one of the greatest citizens of New York, a city which is often represented to the country as being purely commercial, but which includes an army of workers for beauty in many fields. Mr. Gilder read some impressive verses, Mr. Kenyon Cox spoke for the artists, and Mayor McClellan, who has more than once shown his familiarity with literature and art on public occasions, delivered a very appropriate address. It is to be hoped that in due time some permanent memorial, in fitting and beautiful form, will commemorate the life and work of Saint-Gaudens in the metropolis.

❀

Henry Loomis Nelson

The sudden death of Professor Henry Loomis Nelson in New York City has brought out in a very striking way the great hold which he had upon the students of Williams College, to which he was called as David A. Wells Professor of Political Science six years ago. A graduate of the College, and of the Law School of Columbia University, Mr. Nelson entered upon the practice of law in New York in 1879, but his interest in journalism, politics, and literature was so keen that he soon abandoned that profession for the more congenial calling of journalism. He spent a number of years in Washington as correspondent of various leading newspapers, getting an intimate view of affairs at the National capital, becoming acquainted with the leaders of opinion, and studying the working of the American system at close range. After serving his apprenticeship as a correspondent and special writer, Mr. Nelson became editor-in-chief of the Boston Post, and later editor of Harper's Weekly, contributing frequently to the

PRODUCED BY UNZ.ORG
ELECTRONIC REPRODUCTION PROHIBITED

Boston Herald and to other publications of standing. His studies in political science had been thorough and his personal knowledge had been reinforced and enriched by years of close personal observation. He carried to Williamstown an unusual equipment—a knowledge of men, of affairs, and of public opinion which rarely falls within the range of college teachers. His methods with his students were individual and extremely effective. He awoke interest in unresponsive students, while those who were already interested in his subjects became enthusiastic in their pursuit. But it was the atmosphere of the man, quite as much as the instruction he gave, which influenced his classes. He was a born teacher in the sense of vitalizing whatever he taught with the keenest personal interest and in relating it to the world of affairs and to the movements of the time. Holding resolutely to old-time Democratic principles, he never compromised either with successful Republican policies or with the later developments of Democratic doctrine. To his personal friends he was a companion of unusual resources, drawing freely on a great fund of information and commanding unusual vigor and precision of expression. Such teachers are rarely found, and are always contributors, as was Professor Nelson, to the permanent endowment of a college.

❀

The Chicago Municipal Court

For years Chicago suffered, as a great many other cities have suffered, from delay in the treatment of criminal cases. Misdemeanor cases were not tried until the expiration of from three months to three years after the commission of the offense. When the time finally came for trial, though the offender could be found, the witnesses had frequently disappeared. Thus, many offenders were never brought to trial in the criminal court at all. Of nineteen thousand arrests for felonies and misdemeanors heard by the justices of the peace, only about three thousand were bound over to the grand jury, leaving sixteen thousand who escaped prosecution. The effect of such lax treatment of offenders was deplorable; arrest counted for little; the offender had every reason to expect immunity. To remedy this evil a radical revision of the law and reconstruction of the courts was necessary. The Chicago Municipal Court Act was therefore passed. It provided for the establishment in the city of Chicago of a municipal court of record to have jurisdiction in all actions for damages or for the recovery of personal property where the amount claimed by the plaintiff exceeds $1,000. Jurisdiction was given to it of all misdemeanor cases and of prosecutions for the violation of municipal ordinances and in some suits transferred to it by a change of venue or otherwise from other Chicago courts. Municipal Court trials are by the court without a jury, or with a jury if the litigant so demands, and they are final in the sense that there can be no trial *de novo* in another court. Appeals are taken just as from other trial courts. The new Court is equipped with twenty-eight elected judges, of whom Harry Olson was made Chief Justice. The first annual report of the Court shows remarkable results. Instead of misdemeanor cases hanging over for several years, and thousands of them being allowed to escape trial, under the new Municipal Court misdemeanors are tried on the day on which the offense is committed, or the next day; or, in the majority of cases, within five days after the commission of the offense; and "this, too, with due regard for the rights of defendants and the convenience of the members of the bar." The speedy disposal of these cases has relieved the calendars of the Criminal Court of Cook County so that felony cases may be tried in that Court as soon after the commission of the offense as it is possible for both sides to prepare for trial. Another marked result has been a great falling off in the number of arrests. This reduction in criminal statistics is attributed by Judge Olson to speedy trials, strict bail regulations, to sentences to the House of Correction rather than to jails, care in the issuance of warrants, absence of interference with the administration of justice in the courts and the consequent encouragement of the police officer

PRODUCED BY UNZ.ORG
ELECTRONIC REPRODUCTION PROHIBITED

to do his duty, and the imposition of heavy penalties for carrying concealed weapons. While, on the one hand, the number of arrests has so largely decreased, about 1,427 more persons have been sent to the jail and House of Correction than were sent the year before.

❀

New Methods of the New Court

Among other features of the constitution of the Court which have contributed to its unusual success are the increased powers given to the judges. They fix the number and salaries of the deputy clerks and deputy bailiffs; they have general supervision over these officers and may remove them without cause by entering a proper order. They may use the whole police force as bailiffs if necessary to enforce orders of the Court. They act as one body in adopting and considering rules for the purpose of effectively administering justice. The decision of the majority in matters of practice prevails. The judges work, on an average, nearly six hours a day. A record is kept of the actual time of each judge's attendance at court or in chambers. An important privilege is that of prescribing all such rules and regulations for the proper administration of justice as may seem to them expedient. Experience has also shown the necessity of the passage of new and more effective laws. The judges have prepared and submitted to the Legislature several such laws, one of them amending the vagrancy law, another an anti-cocaine law, and also an adult probation law. All of these have been passed except the probation law, the passage of which is expected at an early day. The question will be asked by the interested taxpayer, What does it cost? The total expenditure for the year was $621,000. Nevertheless, as Judge Olson shows, the Court has not been a burden upon the taxpayer; it has been self-sustaining and more; and, moreover, this result has not been brought about by the imposition of excessive fines. Chicago is to be congratulated upon this new and efficient reconstruction of its judicial machinery. The old system of magistrates' courts has proved itself in many other places to be inadequate to the needs of our time, especially for the administration of criminal business in large cities. Chicago has found a better way, and the results achieved in so short a time are certainly remarkable.

❀

The Collinwood Disaster

Nothing could possibly be more piteous and terrible than such a tragedy as that in the little town of Collinwood, near Cleveland, on Wednesday of last week. Fire broke out in the Lake View school, from what cause is in dispute, and in an almost incredibly short time over one hundred and sixty children had perished. After the first universal outcry of horror and expression of deep sympathy, the attention of people and press the country over has naturally and properly turned to two questions: What can be done to safeguard our schools from the danger of fire? Are existing laws and regulations rigidly observed? It is to be feared that the second question cannot be answered in the affirmative without qualification. In New York City and in several other of our larger cities it is true that an excellent system exists—the buildings are fireproof, fire drills of the children are frequently held, and strict inspection of possible sources of fire is frequent. It is interesting to note that in New York, in one case shortly after the Collinwood disaster and in another case shortly before it, the children were marched out of the school during an actual fire with the same precision and military-like discipline employed a hundred times before in precautionary drills. But it is in the smaller cities and towns that the greater danger lies, as is the case also with danger of fire in public halls, for in these places the danger seems less imminent and the municipal government is less closely organized. It is to be expected that the tragedy of last week will arouse public sentiment and inspire thorough inquiry in this matter everywhere. One suggestion made to The Outlook by an officer of the American Civic Association seems eminently sensible. It is that in schools in all States giving State aid to schools State legislation be enacted making the

PRODUCED BY UNZ.ORG
ELECTRONIC REPRODUCTION PROHIBITED

payment of the State aid from time to time entirely contingent upon the result of an inspection by a State authority as to the conditions existing in the school buildings of the district to be benefited. Another practical suggestion is from the New York Journal, which urges that where a school is steam-heated the boilers and furnace should be required by law to be placed in a small, separate, disconnected building. Fireproof construction should be insisted on everywhere, as a matter of course. Some State laws require that all school doors should open outward—a thing contrary to ordinary building methods, but eminently desirable for schools; a Cleveland despatch last week stated that all schools in that city that did not comply with this rule would be temporarily closed. The importance of fire drills cannot be overestimated. Where they are carried out frequently and at unexpected hours the children become so well disciplined that they act in a real fire precisely as in a practice drill, and often get out of the building without even knowing that there is a fire. But, above all, let intelligent parents find out what the law as to school buildings is, each in his own State and town; discover whether the law is in fact obeyed; and, when necessary, drive or shame the authorities into exact compliance with its provisions.

❀

A Noble Gift

Gifts of money are not always as impressive as gifts of land. This has lately been emphasized by the gift of nearly three hundred acres of primeval forest land from Mr. William Kent, of Chicago, to the United States Government. Mr. Kent, who has often proved the high quality of his citizenship in municipal affairs, has now made one of the most public-spirited donations ever offered to the Federal Government. The tract in question lies on the southern slope of Mount Tamalpais, only about six miles from San Francisco, and is one of the few tracts of redwood forest now to be found in its natural state in all California. Years ago the cañons of Tamalpais which drain into San Francisco Bay were cut clean; but the giant trees on the ocean side escaped the ax. Mr. Kent's stand of timber alone, without counting the land, is believed to be worth from $150,000 to $200,000. His gift means that more of the splendid redwoods will be saved for the education, health, and pleasure first of all of Californians, for within a radius of fifty-two miles from the Kent tract two-thirds of the State's population is centered. But the tract will be saved for the use and enjoyment of all Americans. At an early date the Kent tract will be proclaimed a National monument, by virtue of the act of June, 1906, which declared that objects of scientific interest may be proclaimed National monuments if such action is necessary for their preservation and protection. The phrase "National monument" is appropriate indeed when one considers that the veteran redwoods in the Kent tract must be a thousand to fifteen hundred years old.

❀

Thoughts about Lent

The world has stopped many times to think about impressive deeds and brilliant achievements; it has rarely stopped to think about pauses of silence and times of quiet in the stress and strain of life. The forty days in the desert stand out in striking relief against the record of action which we call history. They constitute an experience unique in human biography in the stillness which pervades them, and in the greatness of the conflict which was fought to a finish in a silence so deep that it seemed as if all created things waited, breathless, on its issue. For the Christ, as for his brethren of every age and race, the battle of life was fought before the lines were visibly drawn or the contending forces set in visible array. It was in the desert that the fight was won. When the Christ came back from his solitude, his work had yet to be accomplished and his revelation of his Father made, but his victory had been won. Henceforth he walked an ascending path of strength, peace, and triumph. Shadows fell across that path, suffering traveled with him in closest companionship, death waited to take him by the hand. But after the

PRODUCED BY UNZ.ORG
ELECTRONIC REPRODUCTION PROHIBITED

days of temptation there was no longer any question of success or failure. The one great decisive battle in the history of the race had been fought and won.

Whatever interpretation is put on the form of the temptation, it remains true that it was an inward and not an outward conflict; that, while graphic pictures were presented to the eye, the struggle through which the Christ passed was not with the world, the flesh, or the devil, but with himself. The temptation came from without, the resistance from within; if the tempter had triumphed, the catastrophe would have wrecked a soul, but no visible or immediate change would have been registered in the outward world. To all Christ's brethren temptation approaches from without and knocks at the door; resistance or surrender hangs on the inward decision. Men are impregnable so long as they keep the gates barred; when they fall, it is because a hand within has opened the way into the stronghold. The decisive temptation does not always come like a sudden thundering of the enemy at the gate; it comes oftener after many a summons to surrender, many a fair promise, many a seductive offer. Men who have kept the gates barred resolutely do not suddenly capitulate; it is only as the result of gradual lessening of vigilance that the great betrayal comes. When a man of high reputation suddenly falls with a resounding crash, like a great tree on a still night, it is because a hidden rottenness has been silently eating out the heart of his strength.

And because the struggle is always inward, no matter with what splendor or pomp of circumstance the temptation approaches, it is won or lost before the visible conflict takes place. Success in life depends almost entirely on preparation in the large sense, precisely as victorious campaigns depend on prevision and complete readiness. Japan had won before the first gun announced the outbreak of war with Russia; the French were defeated years before the German armies crossed the Rhine a generation ago. The great campaigns are won in the years of training, education, preparation. In like manner and under the same great law the conflict of life is won; not when the visible battles take place, but when the foundations of character are settled, the will set to do the will of God, the heart swept clean of all impurity. It was in the desert, before the activities of his wonderful life began, while he was yet obscure and unseen by men, that the Christ won his final and decisive battle. When he came forth, it was to walk, sure-footed and invincible, to the resurrection and the ascension.

❀

The Saloon in the South

What the permanent effect of State prohibition in the South is to be cannot with certainty be predicted. The conditions which have brought it about have not yet spent their force. In order to understand it one must not forget that it is not the beginning, but rather the advanced stage of a movement that has long been in operation. The prohibitory laws of Georgia, Alabama, and Mississippi are not the product of a sudden, spasmodic temperance revival, but the culmination of a persistent anti-saloon movement. Neither of these three States was suddenly transformed from "wet" to "dry." Each of them had been gradually drying up in spots. What Dr. Booker Washington says in his article elsewhere in this issue explains the effectiveness of the process: "Prohibition . . . has the South behind it." Public sentiment sustains the legislation and requires its enforcement, and public sentiment has been formed by repeated votes on the subject.

It is one of the virtues—perhaps the chief virtue, as it certainly is the distinction—of local option that it presents the saloon to the voters for their judgment upon it again and again. That means that an issue of social morals is bound periodically to be brought before the community. The voter cannot escape the responsibility for a decision for or against the saloon. Public opinion is kept keen upon the subject. The defenders of the bar-room must meet argument with something; and ultimately with American voters the only thing that meets argument is argument. Now that

PRODUCED BY UNZ.ORG
ELECTRONIC REPRODUCTION PROHIBITED

is one thing that the American bar-room cannot long endure. Before argument it has been driven out of one community after another, until it remains legalized in only about a third of the territory of the United States. To abolish this educative process of local option is a serious undertaking. To substitute for it a State prohibition law may prove to be wise, but it is an experiment.

Meanwhile it is interesting to note the immediate effects of State prohibition in such a busy industrial city as Atlanta. (Birmingham differs from Atlanta in this respect; it illustrates the effect not of State prohibition but of local option.) These immediate effects, as Dr. Washington convincingly shows, are strikingly beneficial. The enforcement of the law has been effective; the gain in order and decency indubitable. Two facts, however, should not be forgotten: first, that Atlanta is still feeling the effect of a public sentiment throughout the State sharpened by years of local option; second, that Atlanta itself has only nominally been forced into no-license by a State law; every indication revealed a tremendous swelling of the no-license sentiment within the city itself as a result of the riots. What conditions will be after years of no voting on the subject have dulled the anti-saloon feeling in the State and the city no one, we believe, is qualified to predict.

One thing is clear. The movement against the saloon in the South is not an attempt on the part of the whites to remove from the blacks what they reserve for themselves. It is rather a self-denying ordinance. It represents the growth of the belief in the solidarity of society. It is an assertion of the truth that what is an injury to a part is an injury to the whole. The presence in the South of a race in the irresponsible stage of development has unquestionably had its effect in increasing the sense of responsibility in the more advanced race. Whether it appears in the form of local option or in the form of State prohibition, the victorious attack upon the saloon in the South is a cheering sign of the spread of faith in the principle that no man, no body of men, no race of men, can live unto themselves.

Government Control of Water Power

In spite of the fact that it deals with water, the above title may suggest to some of our readers a dry dissertation upon a technical subject. We hope to be able to show that it is neither dry nor technical, but, on the contrary, that it is of vital human interest and of great practical importance to every American citizen.

In the early settlement of the United States the question of water power was one that appealed to every pioneer and settler. Every village had to rely upon the local grist-mill for its daily bread and upon the local saw-mill for the roofs which gave its inhabitants shelter. The saw-mills and the grist-mills were run by water. Thus, in seeking sites for their homes and towns, the energetic and exploring Americans of the early days selected spots where brooks, streams, or rivers assured them of the means of providing food and shelter for themselves, their wives, and their children. The biographies and records of those early days are full of the most matter-of-fact references to the actual dependence of family life upon the work of the miller and the lumber sawyer, whose mill-ponds and mill-dams and great overshot water-wheels gave them a position of power and distinction in the community.

The discovery of coal as a commercial fuel and the development of the railways, with the enormous facilities thus provided for the concentration of manufactures and the distribution over vast distances of manufactured products, changed all this; and the local miller, the individual lumber sawyer, and the isolated iron worker, inevitably ceased to be social and economic factors in American life. The country at large now gets its flour, its manufactured lumber, and its iron from special and centralized communities which have grown up about a few gigantic water powers or in places where steam coal is easily obtained.

At the present time, when the country has adjusted its community life, its commercial customs, and its body of laws to

PRODUCED BY UNZ.ORG
ELECTRONIC REPRODUCTION PROHIBITED

the conditions of an age of steam, it is confronted with another epoch-making economic change by the sudden and extraordinary introduction of electricity as a practical source of energy and mechanical power. This new factor in the industrial life of the country has been brought to the attention of the people in a very striking way in the case of Niagara Falls. We have learned fairly well the lesson that literally millions of people, through the medium of electricity, are dependent to-day for their daily bread upon the water power at Niagara. The inhabitants of the cities of Buffalo, Rochester, and Syracuse, and of a hundred villages and hamlets inextricably attached to these great centers by commercial and industrial bonds, depend upon the great corporations that produce electricity at Niagara for their daily transportation to and from their work, for the nightly lighting of their streets and homes, and to a large extent for the power with which they carry on their daily occupation in trade and manufacture.

Electrical engineers tell us that this is only a comparatively slight beginning of that development of electricity for commercial use which is likely to take place in this country in the next five, ten, or fifteen years. Both science and capital are at work to-day prospecting all over the country for streams and rivers and lakes which may be used for the purpose of producing electricity by water power. The old mill-dams which have been allowed to decay will be replaced by more modern structures; the old mill-ponds which have long run dry will be refilled; and the electricity produced on the sites of the old saw-mills and grist-mills will be shipped over transmission lines of wire cables to light and heat our homes, to run our street-cars and transcontinental railways, and to take the place in our factories of the rapidly diminishing supply of fuel coal.

There is in this picture of the future much to give the American a feeling of satisfaction and pride in the industrial, financial, and scientific skill of his countrymen. But there is mingled with this feeling of pride a feeling of anxiety. How shall we save the streams, rivers, and waterfalls, which are to be so essential to our welfare, from the inevitable drought that follows the devastation of our forests? And when we have taken steps for the preservation of these water powers from destruction, how shall we assure ourselves that they shall be used for the benefit of the public as well as for private profit? Shall we permit great capitalists to acquire them, control them, and use them, as we have in the past unwisely and improvidently permitted small groups of financiers to acquire, control, and use our streets, our highways, our coal mines, and our oil fields? Shall we wait until we are absolutely dependent upon a few great corporations distributing water-generated electricity before attempting to determine the terms upon which they may use the great natural resources of the country? Or shall we now endeaver to devise by conference and adjustment the conditions upon which the great and powerful electrical companies of the not distant future are to be created and operated? The latter course appears to us clearly to be the only wise and reasonable one to pursue.

In pursuing this course, it is true that we shall be involved in some perplexing and entirely new problems of law and economics, but that is no reason for not facing those problems frankly and courageously. In discussing them, the first thing is to remember that two parties are involved. On the one hand, there are the capitalists or investors; on the other, the public or the consumers. The rights of each party deserve equal consideration. Nothing should be done to take from the capitalist either the credit or the profit which he justly deserves for the knowledge, energy, and skill which he is devoting to the creation of the new industry and for the great risks which he runs in the development of that industry; but at the same time nothing should be done to deprive the public of the common rights which they have in the natural resources of the country. The right of private profit ought to be carefully guarded and maintained, but it may be preserved, not only by present negotiation as to the terms of franchise, but also by future adjustments of these terms. If, how-

PRODUCED BY UNZ.ORG
ELECTRONIC REPRODUCTION PROHIBITED

ever, franchises are given in perpetuity by either State Legislatures or by Congress, the rights of the public will be lost for all time, or can be regained only by a great National controversy like that in which the country has been involved for the past three years over the relations of the great railway corporations to the public and the Government. For this reason is it not clear that it is the duty of every citizen of wisdom and foresight to oppose with vigor any attempt, wherever it may be made, to obtain water power franchises either in perpetuity or without recognition of the right of the State or the Nation to exact a reasonable payment and exert reasonable control?

These questions are now being presented both to Congress and to various State Legislatures, in the form of bills asking that special privileges be granted to, or that particular regulations be imposed upon, water power corporations. The corporations ought to make and will make every effort to see that their rights are observed by the public. The voters and legislators of the country ought to be equally insistent that the rights of the consumer and the Government are properly and definitely safeguarded.

❀

A Public-Spirited Citizen

It has been sometimes said by critics of the United States that the dominant spirit of society in this country is one of selfish materialism. The records of public service and philanthropy, when carefully studied, prove that this criticism is not merely exaggerated but entirely unfounded. These records, however, are not always accessible to the ordinary observer, nor are the innumerable instances in every-day life of civic and social self-sacrifice commonly brought to the attention of the average citizen. On the other hand, every occurrence in which political trickery, administrative graft, or private greed and cruelty are involved is made public in the most sensational fashion by the newspapers. It is desirable, therefore, that the attention of the public should be directed to special examples of services rendered in the cause of political reform and social betterment that are unrecognized by the daily press because the individuals concerned are modest citizens without personal fame. Such an example is found in the life of Archibald Alexander Hill, who recently died in Southern California from acute tuberculosis. Mr. Hill was a Kentuckian. Born in 1871, and a graduate of the Central University of Kentucky and the Louisville Presbyterian Theological Seminary, he early devoted himself specifically to social work, and became Head Worker of Neighborhood House in Louisville. He left that post to found the West Side Neighborhood House in the vicinity of "Hell's Kitchen" in New York City. He next became Secretary of the Tenement-House Committee of the Charity Organization Society. Within a few months, as Secretary of the Relief Committee formed to deal with the suffering which followed the burning of the steamboat General Slocum, he administered the fund contributed by the generosity of the public at the time of that terrible disaster. His services in this work were recognized not only by a special token presented to him by his associates on the Committee, but also in a public address made by Mayor McClellan at the twenty-fifth anniversary of the Charity Organization Society. Still later Mr. Hill was Secretary of the Mayor's Committee for the investigation of the economic and social problems involved in the right treatment of the small army of push-cart peddlers who ply their trade in the crowded tenement-house district of the city. He then became Secretary of the Metropolitan Parks Association, and was influential in the work which that organization is doing for the sanitary, physical, and moral upliftment of the dwellers in the congested districts of New York. His fatal illness, undoubtedly contracted in his arduous and devoted work on behalf of the poor and suffering, interrupted his career. And so it may be said that both in his life and in his death he exemplified the highest spirit of patriotic devotion and service to his fellow-men. He was a charter member of the Executive

PRODUCED BY UNZ.ORG
ELECTRONIC REPRODUCTION PROHIBITED

Committee of the Playground Association of America, a member of the National and New York State Conferences of Charities and Correction, of the Association of Neighborhood Workers, of the Tenement Shade Tree Committee, of the Board of Managers of the People's Symphony Concerts, and of the American Civic Association. His absorption in this work for the welfare of his community did not interfere with but rather promoted his interest, as a devoted husband and father, in the duties and joys of individual family life. Aside from the inspiring personal example in his career, which was happily portrayed by Dr. Edward T. Devine, of the Charity Organization Society, in a recently delivered memorial address, Mr. Hill's achievements and influence form a significant illustration of the remarkable growth in this country of the spirit of social service and of its practical and transforming effect upon some of the human problems of modern civilization.

❀

The Spectator

The Spectator has a cousin of active and observant habits who was traveling through New England the other day, and had to change cars at an out-of-the-way junction. The train she got into was so crowded that she had to take the end seat, facing the stove in the corner. It was the old-fashioned kind of car stove, with its sheet of zinc tacked against the side of the car to protect the woodwork from the heat. The Spectator's cousin had to sit in that unattractive seat for nearly three hours, and, being an active woman, as aforesaid, and having nothing else to do or think about, she went to work to dislodge several dusty scraps of paper that were caught in, apparently, between the edge of the zinc and the woodwork, close to her hand. Two of them were just scraps of paper and came out easily. The third was harder to dislodge, as if it had been forced in tight. She finally took her hat-pin—that ever-ready servant of woman—and pried it out by degrees, her curiosity growing as she poked. Before two inches of its tightly rolled surface were brought into view she recognized that it was a bank note; and when she had extricated it at last, and smoothed it out on her lap, lo! it was a fifty-dollar bill.

❀

Being a person with a New England conscience, her first impulse was to hand the money over to the conductor, explaining where she had found it. This she did as soon as the conductor came through the car. But his face was so unprepossessing, and he clutched the treasure trove so eagerly, amid the significant smiles of the passengers, that her conscience, with New England acuteness, reproached her for the transfer. She felt certain that he would make no effort to find the owner, so she waited till he came through again and asked him to return the bill to her that she might report it at the terminal station office. He demurred so strongly that she was confirmed in her determination to reclaim the bill; and when he ended by flatly refusing to surrender it, she threatened to report him at the office. This had the desired effect, and the money was given back. When she left the train she gave notice of her find, and it was duly advertised. But so far no one has claimed it. Probably it will always remain a mystery as to why and by whom it was so carefully tucked into such a singular place. It remains only another proof of the value of the hat-pin in feminine hands.

❀

The Spectator saw another bill found in a New York bridge car, not long ago, which also had a mystery of its own. A respectable-looking middle-aged woman picked up a dollar note from the floor just after the train started, and held it out to the man who, she thought, had dropped it and was now ensconced in a seat. "I beg your pardon, sir, but this is yours," she said; "you dropped it." The man flushed all over his fair complexion. He was young, and slight, and looked and talked like a Swede. "It ees not my money—no!" he said, and at the same moment the man next to him, evidently a New York business man, put in his oar. "Why, that's a counterfeit, madam," he said gruffly, looking at

PRODUCED BY UNZ.ORG
ELECTRONIC REPRODUCTION PROHIBITED

them both as if suspecting some confidence game. By this time everybody was interested; the Swede became even more painfully embarrassed, and motioned the bill away; the woman, very red and confused, retreated, and handed the bill over to the guard, trying to explain the matter to him. "I'd rather have nothing to do with it, marm!" remarked the guard in a severe tone. The car reached the other side of the bridge, and the passengers hurried out on the platform, the young Swede being the first man out. The Spectator, looking back, saw the woman, lingering in the car, crumple up the bill in her hand, in evident hesitation as to how to get rid of it. Then, with a determined air, she flung it down on the floor again and left the car. If the Spectator had had time, he would have taken the return trip in that car, to see whether a new situation developed itself round that dubious dollar bill, and how it worked out!

❀

The Spectator has noticed more than once the hesitation of the public over possible counterfeits. In a Broadway car last week he sat next to a large woman, with a fashionable fur coat and an imperious manner, who handed the conductor a silver half-dollar with a majestic air. The conductor was that *rara avis* in Manhattan, a polite and obliging servant of the public. He handed it back deprecatingly. "I can't take it, lady, it's a bad half-dollar." The large woman was amazed and angered. "I have nothing else but a five-dollar bill," she said, and handed it out. The conductor took it, and began going down into his pockets for change. "I do'no' as I can change it, lady, except in small change and pennies," he said. "You'll have to!" said the woman, grimly. "Well, perhaps I can get it off the rest of the car," replied the obliging conductor, and went on down the aisle, collecting fares and presenting the five-dollar bill for change to the other passengers. But the bill and the lady were evidently looked on with suspicion. Most of the passengers retired behind their papers and vouchsafed no reply, while others disclaimed having any currency outside their fare. "'Tain't no use, lady, nobody'll take the bill," said the conductor, returning; "I'll just have to pay you in pennies and nickels." "But I don't want small change!" cried the majestic lady, roused by this time to wrath against the whole car. "Sorry, lady, but you'll have to take it," said the conductor, whose professional spirit was up at last. And he counted out copper in handfuls into her lap—such quantities of it that her pocketbook would not hold it, and she gathered it up, savagely, by wholesale, and shoveled it into her shopping-bag, snapping the clasp with an emphasis that was equivalent to a good round imprecation. The Spectator felt sympathetic; but as he only had three thirty-five in change, he could not relieve the situation. The five-dollar bill was perfectly good, too; it was just a street-car illustration of temporary paralysis of credit.

❀

The strangest place where the Spectator ever saw money found was on a mountain top. He was one of a party who were climbing and camping on a three-day trip in the White Mountains. Leaving a camp on Mount Adams early one morning, they followed the trail, blazed with a white mark here and there on the bare rocks of the mountain top. A strong wind was blowing, and suddenly, from up under the feet of the foremost of the party, a five-dollar bill blew across the trail. Where it came from was a mystery. All the campers and climbers met that day were duly interrogated, but none had lost a bill. Due notice was given at the hotel office on the top of Mount Washington, where most climbers congregate, but with no result; and the note, by common consent, went toward paying the expenses of the camping trip—a gift from the mountains to their admirers. After all, considering the amount that is annually spent on the White Mountains by visitors, a thing like that now and then is the least they can do in return, so to speak. But the Spectator has never heard of Mount Adams doing it again, and would not advise any one to count on it.

PRODUCED BY UNZ.ORG
ELECTRONIC REPRODUCTION PROHIBITED

PROHIBITION AND THE NEGRO

BY BOOKER WASHINGTON

WHAT are the results of two months of prohibition in two large Southern cities, Atlanta, Georgia, and Birmingham, Alabama? The answer to this question contains some very interesting facts. It will be recalled that on the first of January of this year all the bar-rooms in Atlanta, Georgia, and throughout the State for that matter, and all the bar-rooms in the city of Birmingham, Alabama, were closed. Of course two months is too short a time in which to draw definite and permanent conclusions, but nevertheless this period emphasizes some valuable lessons.

I have read much in the Northern papers about the prohibition movement in the South being based wholly upon a determination or desire to keep liquor away from the negroes and at the same time provide a way for the white people to get it. I have watched the prohibition movement carefully from its inception to the present time, and I have seen nothing in the agitation in favor of the movement, nothing in the law itself, and nothing in the execution of the law that warrants any such conclusion. The prohibition movement is based upon a deep-seated desire to get rid of whisky in the interest of both races because of its hurtful economic and moral results. The prohibition sentiment is as strong in counties where there are practically no colored people as in the Black Belt counties.

If I mention these facts here, by way of introduction to what I have to say in regard to the results of prohibition where I have been able to observe them, namely, two typical Southern cities, Birmingham and Atlanta, it is because I want to emphasize the fact that the contrary is true: prohibition in the South is essentially a moral movement, the first effect of which has been a remarkable reduction in crime. Putting it roundly, according to the reports of the police magistrates, prohibition has reduced the amount of crime in Birmingham one-third and in Atlanta one-half, since January 1, when the law went into force.

The significance of these facts will be appreciated when you consider the extraordinary number of people who are arrested and sent to the mines and penitentiaries every year by the criminal courts of these two cities. During the year 1907 the police of Atlanta, according to a report in the Atlanta Constitution of January 1, made 24,332 arrests. This means that during the year, on an average, one person out of every six in the city of Atlanta was arrested. And this number has been increasing. There were 2,630 more persons arrested in 1907 than in 1906. This is an increase of considerably more than twelve per cent in one year.

Of course this does not mean that one person in every six in Atlanta is a criminal, because a good many persons represented in these statistics were arrested several times during the year, and a good many others were arrested but not convicted. Putting the best construction upon the facts, however, they indicate an abnormal drain upon the ranks of the peaceful and law-abiding people of the city into the classes that fill the penitentiaries and supply recruits to the chain-gangs, which are already doing too large a portion of the work of the State. It should be taken into account also that, under present conditions, Southern prisons are conducted too largely for the purpose of punishing men rather than reforming them, and they are therefore constantly discharging back into the ranks of the industrious and law-abiding populations a stream of hardened and embittered men and women, which in turn pollutes the masses of the people with which it mingles.

Prohibition has attacked this evil at its source, and the results which the enforcement of this law brought about serve to indicate to what extent evils that the South has accepted as human and inevitable can be modified and cured, if proper measures are taken and these

PRODUCED BY UNZ.ORG
ELECTRONIC REPRODUCTION PROHIBITED

measures are backed by the will of the people.

In his report to the Mayor at the end of the first month of prohibition, Judge N. B. Feagin, of Birmingham, makes the following statement:

"The decrease in arrests average about as follows, in comparing January, 1908, under prohibition with January, 1907, with saloons: Aggregate arrests, decrease 33⅓ per cent; for assault with intent to murder, 22 per cent; gambling, 17 per cent; drunkenness, 80 per cent; disorderly conduct, 35 per cent; burglary and grand larceny, 33 per cent; vagrancy, 40 per cent; wife-beating, 70 per cent."

There were 33 arrests for drunkenness in January, 1908, as against 174 for the same month of 1907. There were 56 arrests for disorderly conduct in January, 1908, as against 90 for the same month of 1907.

Several times during the past eight weeks there has not been a single prisoner before the Recorder's Court at Atlanta charged with drunkenness. The first instance of this kind was January 4, when there were but 17 cases on the docket; nine of these were cases of children. On the same day a year before 63 cases were tried in that court, of which 32 were for drunkenness and 28 for disorderly conduct. Wednesday, January 29, at the session of what was called by the local papers "the smallest police court ever held," there was only one prisoner at the morning session. It was about this time that the newspapers recorded another extraordinary event in the history of the city. For the first time in many years, the jail was for several days empty.

The records of arrests for the month of January show a more extraordinary decrease in Atlanta than in Birmingham. For the month of January, 1907, 1,653 cases were put on the docket of the Recorder's Court in Atlanta. During the month of January, 1908, on the other hand, there were but 768 cases on the docket, a decrease of considerably more than 50 per cent. During January, 1907, there were 341 cases of drunkenness tried, but in 1908 only 64, a decrease of more than 80 per cent.

The Justices of the Peace, before whom warrants in minor criminal cases are issued, report a similar falling off. Three classes of warrants ordinarily taken out by negroes and the poorer class of whites show, according to reports in the newspapers, a falling off equal to that of the Recorder's Court. These are the warrants charging abandonment of minor children, dispossessory warrants—taken against people unable to pay their rents—and warrants charging various kinds of larceny. A good many of these cases grow out of family quarrels, and serve as a sort of barometer of the condition among the poorer classes in the city. These evidences indicate that the closing of the saloons and the breeding-places of crimes and disorders has brought a remarkable change into the homes of the poor, where, finally, the effects of crime and disorder are always most keenly felt.

Commenting on the situation as it is in Atlanta and Birmingham, the Birmingham News says: "For ten years Birmingham has not enjoyed so orderly a period as it has since the 1st of January. The moral improvement in the city has been marked since prohibition went into effect. The newspapers are no longer giving space to reports of murders, shooting and cutting scrapes, personal altercations and other disorders, as they formerly did, for the reason that the regard for law and order in this community is very much more in evidence since the removal of the whisky traffic."

In Birmingham the demand for reform has not stopped with the closing of the saloons. Since January 1 seventeen gambling-houses, many of which had been running for years in a more or less public way, have been closed. A Law and Order League has been formed, and vigorous measures are being taken throughout Jefferson County to do away with the "blind tigers" and to suppress the vices that have centered about and in these moral cesspools.

The interesting thing about the prohibition movement in the South is that it goes out from and is supported by the churches. The campaign in Jefferson County, Alabama, which changed Birmingham from wet to dry began, as I have been informed, in a ministers' meet-

PRODUCED BY UNZ.ORG
ELECTRONIC REPRODUCTION PROHIBITED

ing. The superintendent of the Anti-Saloon League in Alabama, Mr. Brooks Lawrence, is a minister and a Northerner. One of the charges brought against him during the campaign was that he was a carpetbagger, and that the prohibition movement was an attempt "to dump Northern ideas" upon the South, where they did not fit conditions.

It was predicted that prohibition would demoralize business. In Birmingham alone one hundred and twenty-eight saloons, fourteen wholesale liquor stores, and two breweries were closed as a result of the law. But the predictions do not seem to have been fulfilled. It has recently been announced that a fourteen-story building was to be erected on the site of one of the oldest saloons in Birmingham; and Atlanta is preparing to pave and improve the notorious Decatur Street, on which the larger part of the dives of the city were located. It is promised that it will soon become one of the best streets in the city.

Prohibition has been the popular issue, and it has the South behind it. Many of those, I am informed, who voted for prohibition were men who themselves belonged to the class that has supported the saloon. On the other hand, many of those who opposed prohibition were men who rarely, if ever, entered a bar-room.

Directly and indirectly, the members of my own race have suffered, perhaps more than any other portion of the population, from the effects of the liquor traffic. But the educated men and the leaders of the race have been quick to see the advantages that would come from the total suppression of the saloon. Everywhere in the South this class have given their votes to the support of prohibition even where it brought them in opposition to the men whom they have been disposed to regard as their friends, in the support of those whom they have been accustomed to regard as their enemies. In Birmingham the negroes formed an organization, and cast nearly all of the registered colored vote for prohibition.

Prohibition in the South is to a certain extent a woman's movement. In the campaign in Alabama it was the women, the mothers and the wives and the children of the men who supported the saloon with their earnings, who marched in the processions, and stood all day at the polls to see that their husbands, sons, and fathers voted "right."

No one who is at all acquainted with the conditions in the South can doubt the depth and the genuineness of the feelings that are behind prohibition in the South, which is in no way a political maneuver, but an inspired movement of the masses of the people. Its great importance, it seems to me, consists in the fact that it is bringing the ordinary conservative elements in the community, the women, the ministers, and the people in the churches, into close and intimate contact with actual conditions and with the real problems of the South. It is at the same time, if I may say so, an intellectual awakening and a moral revolution.

Tuskegee Institute, Alabama.

THE ROAD OF THE STAR

BY PRISCILLA LEONARD

Doubt shrouds man's path in fog and mist,
Yet God's revealments still persist,
And he who follows, day by day,
The best he meets upon the way
Shall ever climb, and ever learn
The truer good at every turn,
Until his feet are given wings
To haste toward eternal things,
And reach at last, upon the height,
The glory of unclouded Light.

PRODUCED BY UNZ.ORG
ELECTRONIC REPRODUCTION PROHIBITED

BOND-SECURED BANK NOTES AND ELASTICITY

BY FRED ROGERS FAIRCHILD

Instructor in Political Economy in Yale University

THAT the financial crisis of 1907 would have been less severe and the recovery more prompt if the United States had had a more elastic currency is generally admitted. At present the air is full of plans for currency reform. A true judgment of the merits of these various plans will be possible only in case we understand thoroughly the weaknesses of our present system. It is the purpose of this paper to discuss one of the important defects of the bond-secured bank currency—its lack of elasticity.

In the first place, it is not quite correct to call our National bank notes inelastic. They are decidedly elastic. The trouble is that their elasticity is of a wrong sort; they expand when there is need of contraction, and contract when the need is for more currency. By calling the notes inelastic we mean that their volume does not correspond automatically to the need for currency. This is true, and is one of the most serious defects of the bond-secured notes.

The monetary system of the United States consists of three kinds of money: gold and silver coin, gold and silver certificates, and credit money. In round numbers, we have about a billion dollars of each in circulation. In general, the only function performed by credit money which is not better performed by coin and coin certificates is the giving of elasticity to the circulating medium. Gold coin is elastic to a certain extent, but the main reliance for elasticity is placed by most countries upon their credit currency. Our credit money consists of the Treasury notes of 1890, the United States notes (greenbacks), and the National bank notes. The Treasury notes of 1890 have now been nearly all retired, and may be disregarded. The greenbacks are absolutely inelastic, their volume being fixed by law at $347,000,000. In the main, therefore, the burden of giving elasticity to our three-billion-dollar circulation rests upon the National bank notes. Under our present system the National bank notes are utterly unable to perform this duty.

The demand for currency depends upon the volume of business to be transacted, and is continually in a state of fluctuation. Various causes have only to be mentioned to explain the unequal demand at different times. We have thus the payments of salaries, bills, etc., coming usually on the first of each month. Then there are the quarterly payments of dividends, interest, etc., falling generally on the first of January and at intervals of three months thereafter during the year. Above all, we have in this country a regularly recurring seasonal change in the volume of business, due to the harvesting and moving of the crops every fall and early winter. Besides these normal fluctuations in the demand for currency there are of course such abnormal circumstances as business emergencies, panics, depressions, etc., which at irregular intervals call for expansion or contraction of the currency. To meet all these varied demands an elastic currency is a necessity.

The most serious evils of inelasticity in this country are seen in connection with the annual handling of the crops. It may be safely said that for this purpose the United States needs every fall at least one hundred and fifty million dollars of extra currency. Since our monetary system contains no really elastic element, this extra business of the fall has to be done with little or no increase of the country's currency. The crops must be handled by means of a shifting of currency from one part of the country to another. In the spring and early summer the agricultural districts are apt to have more money than they need. Accordingly, the country banks are in the habit of depositing part of their reserves in banks

PRODUCED BY UNZ.ORG
ELECTRONIC REPRODUCTION PROHIBITED

situated in the reserve cities. A large part of these sums eventually finds its way into the money markets of New York and other Eastern cities, where a low rate of interest is paid to outside banks for such deposits. Now comes the harvest season, and a demand goes up from the country banks for the return of their deposits. Every fall the Clearing-House banks of New York City alone give up about fifty millions of "lawful money" to meet this demand. Of course this means a tight money market. In the spring and summer the funds obtained from the country banks were loaned out or used as reserves for deposits. Money was in excess, interest rates were low, and speculation was encouraged. Now loans must be called in and deposits reduced. This sudden contraction is a hard blow to all business interests. It is especially hard on the speculators, and their desperate demands cause the enormous rates on call loans which are witnessed every fall on the New York money market.

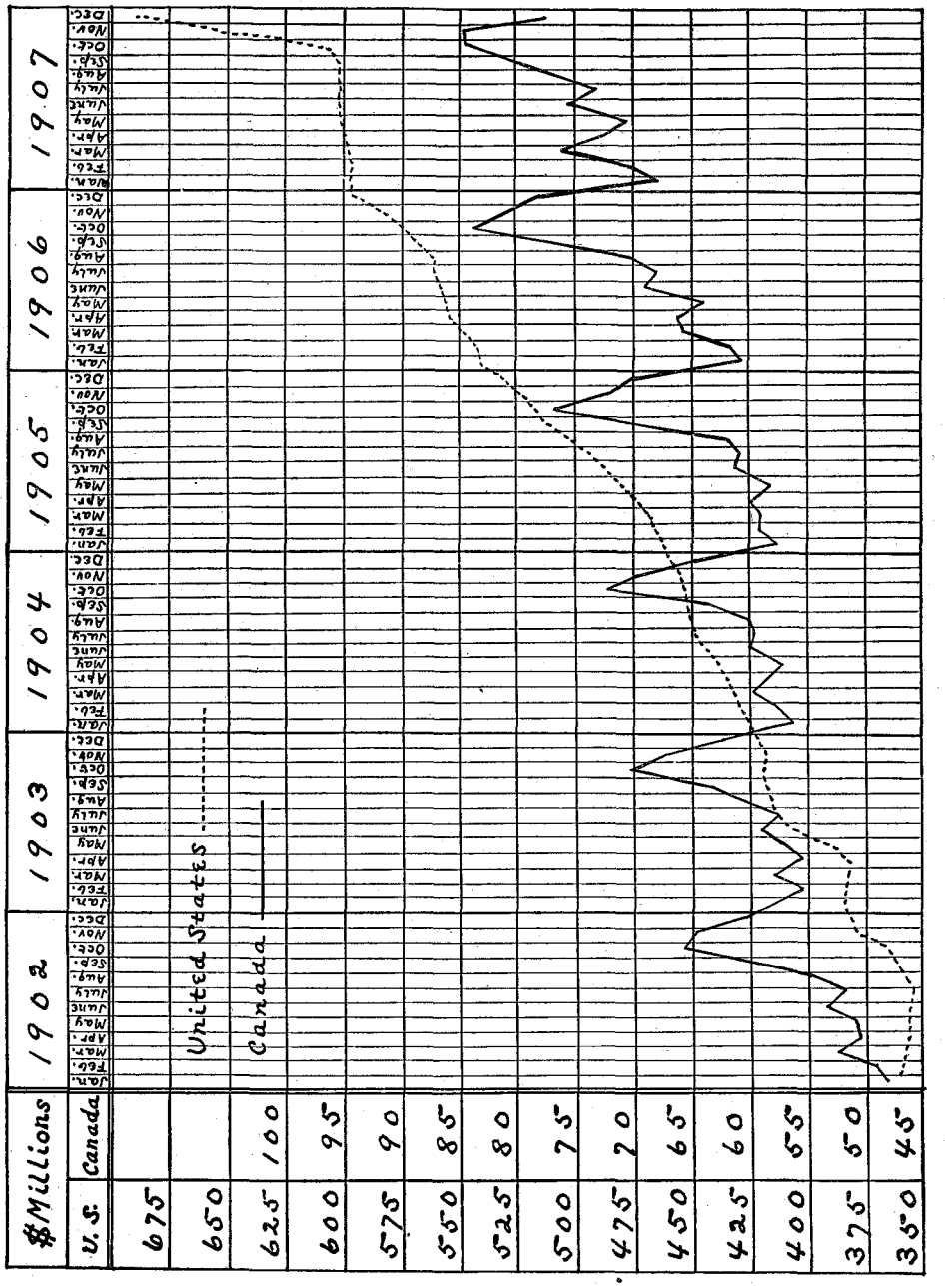
Only the most stubborn banking system could be deaf to such a crying need for elasticity. To demonstrate the fact that our system does not respond is a simple matter. The chart on the next page will be sufficient for this purpose, and will also show how a really elastic system works.

The dotted line and the solid line represent, respectively, the outstanding circulation of the Un ted States National banks and the chartered banks of Canada on each month for the past six years. Two different scales are used, as is shown in the margin. Canada has a system of true asset currency which is almost perfectly elastic; that is, its volume corresponds automatically to business needs. In Canada, as in the United States, the need for currency is greater in the fall than at other seasons of the year, on account of the harvests. Each year, with remarkable regularity, the circulation of the chartered banks expands between midsummer and October by about fifteen million dollars, or, roughly, twenty-five per cent. The high point reached in October is at once followed by an almost equal contraction, the lowest point being usually reached in January.

The contrast with the circulation of our National banks is most significant. During this period there has been a large and very steady increase of circulation, but clearly no response to the varying needs at different seasons of the year. The enormous increase during November and December, 1907, is no exception to this statement, for this increase was almost wholly due to artificial stimulation of the circulation by the Treasury.

The reason for the failure of our bank circulation to respond to business needs is not far to seek. The National banking system was adopted during the Civil War, one of its main purposes being to stimulate the market for Government bonds, which the Treasury at that time was having considerable difficulty in floating. With this end in view, the existing State bank circulation was driven out of existence by a ten per cent tax. The right to issue notes was thus restricted to National banks, which must first purchase Government bonds and deposit them with the Treasury as security for the notes issued. Notes might be issued up to ninety per cent of the par value of the bonds; one hundred per cent since 1900. This measure was successful in stimulating the market for Government bonds, but it destroyed the usefulness of the bank notes. From the very beginning the volume of National bank notes has depended, not on the need for currency, but on the investment market for Government bonds. When bonds are cheap, it is profitable for the banks to buy them and issue notes; when bonds are dear, the banks sell their bonds and retire their circulation. The former is just as likely to happen when currency is redundant, and the latter when there is a scarcity of money. Proper elasticity is further prevented by the law which limits the retirement of notes (by deposit of lawful money with the Treasury) in any one month to nine million dollars. From 1882 to 1907 this limit was three millions. With this law on the statute-books, every banker realizes that at a time when he may wish to retire his notes the opportunity will be limited or possibly removed entirely by this restriction. Bankers cannot afford to have notes lying idle, since it

PRODUCED BY UNZ.ORG
ELECTRONIC REPRODUCTION PROHIBITED



EXPANSION AND CONTRACTION OF CURRENCY IN CANADA AND THE UNITED STATES

means the tying up of capital in bonds yielding less than two per cent. In practice, therefore, no bank takes out a larger volume of notes than it expects to be able to keep continually in circulation. The average period of the circulation of a National bank note is about two years, by which time the note is usually worn out and must be replaced by a new one. Evidently such a system is unable to respond to business needs.

It has already been suggested that the inelasticity of the National bank notes does not mean that their volume never changes. As a matter of fact, the circulation has been marked by enormous fluctuations, and these fluctuations, having no relation to the demands of

PRODUCED BY UNZ.ORG
ELECTRONIC REPRODUCTION PROHIBITED

business, have simply aggravated the evils of inelasticity which have been described. Thus, between June 1, 1880, and June 1, 1891, the total volume of bank notes outstanding declined from $345,000,000 to $169,000,000, a decrease of $176,000,000, or fifty-one per cent. This retirement of half the circulation came during a decade marked by large growth in population and wealth, and by remarkable industrial expansion and business activity. The reason for this decline lies in the fact that the Government was using part of its large surplus revenue to pay off the debt. In eleven years the Treasury paid $1,105,000,000, reducing the debt by more than half, something without parallel in the history of public finance. The retirement of half the debt caused a scarcity of United States bonds, and their prices went soaring. Four per cents of 1907 rose from 103–113 in 1880 to 125–130 in 1888. The inevitable result was the decline of circulation.

The opposite course of events has been seen in recent years. On June 30, 1899, the circulation was $241,000,000. By December 31, 1907, it had reached the enormous sum of $690,000,000—an increase of one hundred and eighty-six per cent. In other words, the circulation has nearly trebled in eight years and a half. This great increase has been due, not to the prosperity and business expansion of those years, but to the changes in the National Banking Act in 1900, changes which made the establishment of National banks easier and the issue of circulation more profitable.[1] It is needless to say that a currency which is subject to such wide fluctuations, with no relation to business needs, is a most undesirable element in our monetary system.

[1] This explanation does not apply to the great increase that has taken place during the last two months of 1907, because it is largely an artificial result of the recent action of the Treasury, action which is deserving of serious criticism.

To sum up, then, the circulation issued by our National banks is incapable of filling the need for an elastic credit currency. Its volume fluctuates widely, but without any relation to the needs of business. The cause of this defect is to be found in the requirement of bond security for notes. Our present system was not established as a result of careful study of banking principles; the main purpose of its founders was not the establishment of an efficient system of note issue. The National Bank Act was an emergency measure, enacted in time of war to help the Government's struggling treasury. That a scientific banking measure was not enacted under these circumstances is not to be wondered at. For forty years we have been suffering for the lack of an elastic currency. Every fall we feel the pinch of tight money, and when, every ten years or so, other forces lead us in the direction of panic, the lack of an elastic currency prevents our weathering the storm and aggravates the crash when it comes.

Inelasticity is not the only fault of our bond-secured bank notes, but the limits of this article will not permit the discussion of other defects. Moreover, it is not the purpose of this article to discuss plans for reform. Numerous and varied plans are before the public to-day. That the true line of reform lies in the adoption of some kind of asset currency system the writer thoroughly believes. At any rate, the conclusion from the foregoing statement should be that any plan of reform which proposes to perpetuate the bond-secured notes is at best only a makeshift and may be worse than useless. All such schemes overlook the inherent weakness of a bond-secured currency. Our bank note system can never be elastic and sound until it is separated completely from the Government debt.

PRODUCED BY UNZ.ORG
ELECTRONIC REPRODUCTION PROHIBITED

LETTERS FROM A WORKINGMAN

III—SELF-RESPECT VS. "SOCIOLOGY"

BY AN AMERICAN MECHANIC

DEAR JIM: There is many a tragedy being enacted among the men in this big plant. I do not refer to the times when a man is caught in the shafting and whirled around until the breath of life is knocked out of him, or when he is cruelly crushed by the machine of which he had, up to that time, been the master. This happens only too often. Rarely a day goes by but what the clanging bell of the hospital ambulance is heard in the shop yard—a sound which means that another poor fellow is about to be carried away, perhaps never to return. At best, he will probably be crippled or maimed for life. Only the other day I saw a laborer literally cut in two by a powerful machine which he was cleaning. You've heard of the artist who said that he always mixed brains with his colors. We mix blood with our machines. It probably doesn't make them any better, but we've got to pay the price, anyway. But I hadn't this in mind when I began to write. It is a disagreeable subject to think about, even.

There are other kinds of tragedy, which, while not so cruel to the observer, are nevertheless heartrending to the one who is often a silent sufferer. I don't know that I can tell you exactly what I mean, but I do know that there is many a fellow who wears greasy overalls who might have been a master musician, an artist, a poet. That is, he has the mind and the heart for it, but often he has been deprived of the necessary training to make him what his Creator intended he should be, because of the poverty of his parents or because of some other reason for which he is probably not responsible. If he could only express his thoughts, his ideals, his ambitions!

Most workingmen think more deeply than they are given credit for. That's why they are so silent. Not many silver-tongued orators can fool them. It is comical to watch the stolid faces of some of our boys as they listen to the spell-binders sent out by the political parties, who are occasionally given permission to address them in the shop yard at the noon hour. With pipes gripped between their teeth, they will listen, forgetting to puff, until the pipes go out; then, after the meeting, they will give a grunt, clean out their pipes by sharply rapping them on their left heels, and that's all there is to it. Sometimes, in order to hide their emotion, they will swear like troopers—or like workingmen, perhaps—or else they will speak more gruffly than ever. But it is all a sham. They don't really mean it. They are afraid that they will be found guilty of sentimentality, and that is a weakness of which they will not be convicted.

There is an old fellow in the blacksmith shop—an Irishman named O'Neil—upon whom I called the other evening, as a member of the sick committee of our Mutual Benefit Society. He is a giant in build, and must have been a strapping athlete in his day. He still has the grip of a professional wrestler. He was just recovering from an attack of pneumonia. When I reached the floor just beneath that on which he lives, in the tenement that he calls home, I heard the sweetest song in the tones of a violin. To my amazement, I soon discovered that O'Neil was the player, and, more wonderful still, he had himself made the instrument upon which he was playing. It seemed hard to believe that those big, gnarly hands had shaped that delicate violin, and that they could get such marvelous music out of it. And it seemed unnatural when I saw him again back at his old job, holding a red-hot piece of steel over the anvil, gently tapping the spot that he wanted his helper to strike with his big sledge. But, somehow, O'Neil lent dignity to that dirty blacksmith shop. I was reminded of a picture that I once saw in an art exhibit showing a group of cupids busily engaged in the humdrum work of the kitchen.

PRODUCED BY UNZ.ORG
ELECTRONIC REPRODUCTION PROHIBITED

To be sure, O'Neil doesn't look very much like a cupid, but he did appear to lift his job into something higher and nobler.

Way up on the top floor in the department which handles miscellaneous jobs there is a red-headed, red-whiskered machinist. He happens to be a Scotchman. I rather think that he would take exception to this statement, because he would insist that nothing ever "happens." I suppose that he has inherited this idea from his ancestors. Now you'd imagine from this description that he is a bold, fiery kind of a fellow. I can easily make myself believe that he was that at one time, but if he was he has certainly changed very decidedly. He is more highly respected by the men than any other chap in the place. Douglas is not popular with the men because he sets out to make himself popular by always agreeing with his shopmates. Indeed, he frequently goes full tilt against their opinions, and principally against their actions. Often have I seen him approach the fellow who had just ripped out a string of oaths and rebuke him, although never with a suggestion of pharisaical supremacy. He was simply trying to show the blasphemer that it would pay him to cut out his foolish, senseless swearing. He does not belong to any of the fraternal organizations, but I have known him to spend many a night with a sick shopmate. Frequently he leaves in the home part of the not over-abundant cash in his pocket, but, better than that, he leaves a smile on the face of the tired, discouraged nurse-wife—the children hope that he will come again, and the sick man feels the cheer of his presence. He never talks about these things, but somehow they come out. He is an arbitrator in personal disputes in the shop, and the boys never repudiate his decisions. Not infrequently he dares approach the boss in behalf of a supposedly wronged fellow-workman. The boys admire his disinterested nerve. Somehow, he seems to know when the rest of us have met with adversity, or even the smaller discouragements which make life seem hard. Always there is a strong, cheerful word which usually braces up the fellow who thinks that the whole world has gone wrong. The apprentices are particularly fond of him because he appears to have a lively interest in their affairs. Never does he seem to hand out wisdom in large chunks, with an air of superiority. Never is there a suspicion of cant. Douglas is just a sane, healthy-minded, strong-hearted workingman. May his kind increase! We need them. The sympathetic touch of a shopmate counts for more than most of us imagine. And that's what makes Douglas, the machinist, a bigger factor in the lives of these two thousand workingmen than any other single individual.

Douglas has been keeping his eye on a certain fellow on his floor who had been making the rankest kind of a fool of himself. He was the champion pool-player of the ward; indeed, his reputation had extended to nearly every saloon in town. The saloon-keepers sometimes arranged games for him, advertising them on big posters. He enjoyed seeing his name in display letters over the saloon windows. He didn't get much else out of it excepting a few drinks and some indifferent cigars. He lost so much time that the foreman of his department finally fired him. Losing his job seemed about to finish him. He went from bad to worse. He hadn't been home since the last "big" exhibition game. Most of his meals he got at the free-lunch counter, and there always seemed somebody who was willing to stand treat. His wife had become the breadwinner of the family, but she didn't get much of the bread. One morning they found her in an alley, on the way to the back door of a saloon, where she was to have done a day's washing. She was compelled to go without any breakfast, or the children would have had none. She wasn't equal to it, however, and had collapsed even before she began her day's work. Douglas heard about it. I wondered why he did not get downright mad; but he didn't. That's a curious way he has. The rest of us were calling Scotty all kinds of hard names. That night Douglas went after him. He knew the saloon in which Scotty spent most of his time. Nobody knows what Douglas said to him, but the first thing we knew he was

PRODUCED BY UNZ.ORG
ELECTRONIC REPRODUCTION PROHIBITED

at work in another shop. It was Douglas's doings. A month later I met Scotty on the street. He was wonderfully braced up. His clothes were fresh-looking. The flush had left his face. There was a steadiness in his gaze which pleased me. I stopped him with a cheery salute. "Oh, I've got a job," he said, with a little confusion, but as though that were the most important event of his life. "I've cut out the exhibition pool, too. I'll no longer be any man's fool." He put it stronger than that, but it wouldn't look well written out.

While Douglas undoubtedly stands out as a helper of his fellows, he is by no means alone in such work. The boys in the shop are always ready to help the fellow who is down and out. They would never permit a fellow-workman to be buried in Potter's Field, neither would they consent to his going to the poorhouse if they could possibly help him. They have a perfect horror of the Charity Organization Society. I imagine that it is largely due to the use of the word "Charity" in the name of the organization. Perhaps another reason is that they will be recorded in the office of the Society, no matter how small the assistance given. Then, too, the fear that the neighbors will know about their poverty because of the investigator's questions keeps the most worthy from applying for aid. You will rarely, if ever, find a trades-unionist coming to the office of the Society. The union takes care of its own poor and unemployed. The Cigarmakers' Union alone has expended in this way about seven and a half million dollars in the past twenty-seven years.

There are all kinds of folks around here who want to help working people. I have discovered a new species. It calls itself a "so-see-ol-o-gist." It goes about in groups—usually four in a bunch—two males and two females. Once in a while some of them come through the shop to "study industrial life"—as one of them remarked to me. Sometimes the bunch is chaperoned by a professor of social science or some other dismal subject. Occasionally they represent a charity organization or a religious outfit of some kind.

I have no doubt that some of these folks are sincere in their investigations, but how in the world they can expect to learn very much about us by a swift passage through a crowded machine shop, where most of their time must be occupied in getting out of the way of grease and things, is more than I can understand. They talk about us as "problems." Say, Jim, how would you like to be a "problem"? Oh, rot! It makes me tired. I read a magazine article the other night which told of the experiences of a college professor among the "laboring classes." About all he seemed to have discovered by his association with us is that we "swear horribly." Then I saw a book in which the writer—after a limited apprenticeship in a number of factories—came to certain very definite conclusions concerning what the workingman really is and what he may become. But, principally, he spun a great yarn about what the workingman may not become. That fellow seems to have missed out altogether. He failed to discover that there isn't the slightest difference between workingmen and other kinds of men—provided that they are given an equal chance. Furthermore, his artificial classification is pure rot.

Among the men working here I have found degrees of human nature so fine that they cannot be measured by the most exact micrometer that was ever invented. You cannot deal with workingmen as the entomologist deals with his millions of bugs. They refuse to be "grouped," and they prove it by annihilating the carefully made deductions of the sociologists. The sociologists' rules cannot account for it. They regard with astonishment the workingman who seems to possess powers equal to their own.

All this by way of introduction. Last night we had a personal experience which prompted these remarks. Douglas had just come in. We live in a six-story tenement. That is about all one can live in on the East Side of New York. While we were seated in our front room chatting, there came a rap at the door, and without waiting for our "come in," there entered a group of smartly dressed young people. "Slummers," I said under my breath. The men did not remove their

PRODUCED BY UNZ.ORG
ELECTRONIC REPRODUCTION PROHIBITED

hats, while the women glanced quickly about, somewhat uneasily, I imagine, because I think that they partly realized this wasn't exactly what they were after. But the young fellows pulled out their note-books and began to ask impertinent questions about my most personal affairs. I tried to be courteous at the beginning of the interview, largely because I regarded the matter as a huge joke. But pretty soon I reached the limit of my patience. Douglas began asking them the same kind of questions about their own lives and antecedents. At first they smiled and looked at each other in rather an amused fashion. But very soon he had them on the run, and they retired in the greatest confusion. By Jove! but I was hot! After they left I just roared for a moment because that seemed the easiest way to let off my pent-up feelings, but I felt more like saying some cuss-words. Like some other blooming idiots, these youngsters imagine that every tenement-house neighborhood is a slum. With impunity have they been prodding their kid-gloved fingers into working people's private affairs. Without shame have they been "slumming" in the respectable tenement-house district in which the workingmen make their homes. If I had butted into their own homes in the same manner that they burst into mine, they would have called in the police. But wherein lies the difference?

No, ye students of the working classes, you cannot deal with us as you deal with the creatures and the objects of a lower order. But "brother" is an open sesame to every heart, even though each heart may have a beat all its own.

Yours, SAM.

SOUTH AMERICAN RAILWAYS

BY SYLVESTER BAXTER

This article is the result of personal observation and study of the railway situation in South America during Mr. Baxter's journeys through South American countries in 1906 as a special correspondent of The Outlook.—THE EDITORS.

THE railway is a measure of modern civilization. Glance at the map of a country: the relation of its railway lines to area and population will be found an excellent index of its rank among civilized nations. This generalization, to be sure, like others, needs qualifying. The material advances implied by railway development are by no means the better part of progress in civilization. In relation to various other things they are inferior factors. Valdés, in his "Aldea Perdida," has shown very eloquently and convincingly how the modern industrialism inflicted upon a sturdy and wholesome rural population by the advent of a railway may mean physical and moral perdition. But, on the whole, the railway developments that have transformed the world in the past century have strengthened and cemented our civilization through the closer ties created among peoples by the establishment of facile intercommunication, the consequent building of trade, the creation of wealth, the better acquaintance and understanding among men, and the corresponding advances in the unification of mankind.

The maps of North America and of South America are in strong contrast in this respect. The former is laced with railway networks, now spreading even into the arctic desolation of the Far North, as well as down into the glowing tropics. Mexico has made extraordinary advances in the past quarter-century, with corresponding benefits in peace, prosperity, and progress. For the greater part of South America its railway history may be expressed as tersely as the celebrated chapter in natural history entitled "The Snakes of Iceland." South America's railway situation to-day, so far as extent of lines is concerned, is about the same as that of North America in 1840 or 1850. The first half of the twentieth century promises to be for the southern continent the great railway-building era that the second half of the nineteenth

PRODUCED BY UNZ.ORG
ELECTRONIC REPRODUCTION PROHIBITED

century was for the northern continent. It should be said that in certain detached areas railway development in South America is well advanced. These sections, on the whole, are admirably served. Their civilization also corresponds favorably with our own. Indeed, the observant traveler in such parts is likely to be impressed as much by the agreements as by the differences to be noted. Up to recent times the chief reasons why railway development has been so backward have been the disorganized governments, unsettled social conditions, and the corresponding poverty of the peoples. Another factor has been the physical conformation of the country, making railway construction, as a rule, far more difficult and costly than with us. And in justice it should be added that the magnificent and unrivaled system of natural waterways has, to a great extent, compensated for the lack of railways, especially since the comprehensive organization of steam navigation enterprises on a great scale in comparatively recent years. Notwithstanding this, railways are now urgently demanded, both for national unification and self-defense and for efficient means of internal communication. This is evident from the fact that in the time demanded for a Brazilian to reach points in the interior, setting out from the national capital and going either by way of the Amazon or Rio de la Plata systems of waterways, he might journey to Europe and back two or three times over.

A look at the map of South America will show the various railway systems of the continent forming large networks concentrated at three or four different spots, and a few occasional sparse markings here and there at widely separated points—lines either making in from the coast or providing some notable point in the interior with needed waterway connections. To the latter class belong the few score or few hundred miles of railway in Colombia, Venezuela, Ecuador, and Peru. In Peru the development has been greater than in the other three countries, over twelve hundred miles of railway having been constructed, but all in scattered units, as yet unrelated to one another. Some of the isolated lines in South America serve as auxiliaries to navigation rather than for railway purposes pure and simple. Such is the line that Brazil, under agreement with Bolivia, is to construct from São Antonio on the Rio Madeira to Guajaramerim on the same river, thus providing a continuous route around a long interval of cataracts and rapids, and connecting a great and rich section of the Bolivian interior with the Amazon system of waterways. By the same agreement Bolivia binds herself to expend in railway construction the indemnity of $10,000,000 paid by Brazil in settlement of the boundary dispute over the rich rubber-producing territory of Acre. The railway-building programme thus entered upon by Bolivia bears an important relation to the realization of the Pan-American railway project.

The great railway networks alluded to are co-extensive with the areas of highest material development; consequently, with the most advanced aspects of modern civilization on the continent. The largest and most important of these is comprised in the vast railway system of Argentina, where the configuration of the country has made construction extraordinarily easy. At the same time the prospective returns were the most inviting. Almost connected with the Argentine network is that of Chile, and, economically considered, the two at no distant day will, to all intents and purposes, be merged in one, as the systems of the United States and Canada are. The Chilean network is naturally a very long and narrow strip, or, more correctly, a succession of strips, since the missing links in the north and south longitudinal line, designed to connect the numerous transverse lines running from the coast up into the mountain valleys, will not be entirely supplied for some years to come. Chile has something like three thousand miles of railway. Connecting with the Argentine network, and practically a part of it, is the important railway system of Uruguay, which has the largest railway mileage in proportion to area possessed by any country in South America. The density of the Uruguayan meshwork, however, is much less than that in the most populous and developed sections of Argentina.

PRODUCED BY UNZ.ORG
ELECTRONIC REPRODUCTION PROHIBITED

The second great network is that of southeastern Brazil, in the State and the Federal District of Rio de Janeiro and the adjacent great States of Minas Geraes and São Paulo. The railway beginnings here date back to the early fifties in the past century, under the liberal policy of internal improvement entered upon by the administration of Dom Pedro II. In southern Brazil no little railway-building has been done in the States of Rio Grande do Sul, Santa Catarina, and Paraná. Important new lines are in contemplation. In a comparatively near future these railways in southern Brazil will be connected with the lines radiating from São Paulo and the national capital, as well as with the systems of Uruguay and Argentina. We shall thus have an assimilation of the three separate networks in one enormous whole embracing the entire southeastern third of the continent, the meshes ever compacting themselves closer and closer, spreading gradually down into the extreme south of Argentina, up into Paraguay, Bolivia, and Peru, and the vast interior of central Brazil. Brazil has now something over ten thousand miles of railway—an actual development in mileage considerably less than that of Argentina, but comparatively small when viewed with the respective areas under consideration.

An agreement lately made between Argentina and Bolivia has a highly important bearing upon the Pan-American railway project, augmenting the significance of the aforementioned agreement between Bolivia and Brazil. Under the former agreement the Argentine Government is extending its own state-owned line, the Central Argentine, from Jujuy, in northern Argentina, 230 miles in southern Bolivia. This is a remarkable instance of one sovereign state extending its own railway system into the territory of another—a friendly arrangement prompted by a sense of mutual benefit. Argentina operates the Bolivian section of the line just as a private enterprise would be operated, and with strict regard for Bolivian sovereignty. Community of language and race make such international arrangements more practicable in South America than in most other parts of the world. Bolivia may at any time take over the line by payment of the cost. Argentina's motive in building the line is evident in the circumstance that it will not only restore to Argentine outlets Bolivian traffic amounting to many millions a year that has been diverted to the Pacific coast, but create an enormous new traffic by the consequent development of Bolivia's latent wealth.

The construction of two comparatively short links which Bolivia will now naturally undertake with the resources made available by the Brazilian indemnity will be of very great importance. The first will extend the Argentine system to a connection with the long narrow-gauge line—2 feet 6 inches, one of the narrowest railways in the world—extending from Antofagasta, the Chilean port, across the Andes to Oruro in Bolivia. This will make a second transcontinental route, though an extremely circuitous one. A cut-off, however, may be supplied by a third trans-Andean line in contemplation by the Chilean Government, extending from Copiapo the first railway in South America—built from Caldera, on the Pacific, to that point in 1851—by an easy route across the Cordilleras to a connection with the Argentine lines that center at Tucumán.

The second link to be undertaken by Bolivia would extend the Argentine route from Oruro to a connection with the existing railway from Desaguadero, on Lake Titicaca, to La Paz. In this way the Pan-American project would be realized substantially from its southern Atlantic terminals at Buenos Aires and Bahia Blanca all the way to the Pacific in southern Peru. Here there would have to be a long halt, for there appears to be little prospect of building the next link by way of Cuzco to Lima for some years to come. Since there is a good steamboat service across Lake Titicaca, there is no urgent call for the proposed link along the lake shore from Puno to Desaguadero.

It is notable that the greatest progress in realizing the Pan-American railway designs is being made from the southern extremes northward. In the south of South America one of the most marvelous of activities in the development

PRODUCED BY UNZ.ORG
ELECTRONIC REPRODUCTION PROHIBITED

of virgin lands is in progress. It is greater than that of Siberia, of Australia, of the Canadian Northwest. It will mark the twentieth century just as the development of the United States marked the nineteenth century. In southern Brazil, for instance, from Minas Geraes to the Uruguayan boundary, capable observers tell me that the development in prospect—agricultural and industrial—will be comparable with that of Argentina. In Brazil it may take a few years yet for the movement to achieve due momentum. Argentina, indeed, compared with what awaits it, is only just beginning to feel the effects of its mighty impetus.

"What are the railways in South America like?" "How is railway traveling in that part of the world?" The railway is such a familiar fact for us all, it enters so intimately into our daily lives, that it has a great interest for us. Naturally, we are curious about the same thing elsewhere; we like to know about the differences and the resemblances. Hence I have had the above questions frequently asked me by friends at home, who know how greatly European railway conditions differ from our own, and want to learn if conditions in South America are also as unlike ours.

A railway is a railway, the world over. But so is a dog a dog. There are great distinctions between a St. Bernard and a bull-terrier, a setter and a pug. Railways, like dogs, have much in common everywhere, but there are also marked differences in different parts of the world. Some of these are due to the peculiar character of the country and people, others to influences exerted from the countries whence came the capital that made possible their construction, or the men who built and managed them. These influences in South America have been considerably mixed. The first railway on the continent was built by an American, William Wheelwright, of Newburyport, in Massachusetts—a short line in Chile, constructed in 1851. Mr. Wheelwright was the projector of the trans-Andean line between Chile and Argentina, and he also built some of the most important railways in Argentina. He died in that country not many years ago, rich and honored, and left a large bequest for technical education in his native city, the fund now being wisely employed in sending Newburyport youth to the Massachusetts Institute of Technology. Later the adventurous American, Henry Meiggs, turned up in Peru, and built the famous Oroyo Railway, a daring achievement long celebrated as the highest-climbing line in the world.

But most of the South American railways have been built by British capital. The financial and commercial affiliations of the greater part of the continent are with Europe. European, and more particularly British, railway practice, therefore, predominates; consequently an American is struck by many strange things about South American railways. In many respects, however, South American conditions are so like those of North America—as in the sparsely populated and comparatively new character of the country—that various American ideas have been adopted; while, on the other hand, certain antiquated European practices are obstinately clung to.

The traveler in South America is struck by the great diversity in gauge. It is not that a certain gauge is the rule in one country and another in another, as in the various states of Australia. That is bad enough, but the complications in South America are worse. There are several gauges indiscriminately in one country. This must some day be remedied, for the delays and expensiveness in exchange of traffic, necessitating many needless transshipments, add heavily to the cost of transportation. Quite remarkably, a broader gauge than ours—1.6 meters, or 5 feet 3 inches—is strongly established in South America, and bids fair to become the standard gauge of the continent. This is the more interesting from the fact that the management of one of the great transcontinental systems in the United States is said to be seriously considering the advisability of adopting the broad gauge of six feet in view of the increased speed and capacity it would assure. The six-feet gauge was abandoned within the past twenty-five years by the Erie, Grand Trunk, and some other lines. Should the step be taken, it might mean the ultimate

PRODUCED BY UNZ.ORG
ELECTRONIC REPRODUCTION PROHIBITED

return to the broad gauge as the universal American standard. The English broad gauge, originally that of the Great Western, had the extraordinary width of seven feet.

Besides the standard gauge, Brazil has several kinds of narrow gauge. Even the meter gauge (3 feet 3⅜ inches) has an elastic nature, some lines being a meter wide between the rails, others inside the rails, and yet others between the centers of the rails. Some important lines have a gauge of .75 meter, or 29.43 inches. In Argentina the broad gauge of 1.6 meters is predominant, but the lines owned by the national government are of the meter gauge, and in the provinces of Corrientes and Entre Rios the "standard" gauge, 4 feet 8½ inches, is the rule.

The stranger finds it very curious that on the great national line of Brazil, the Estrada de Ferro Central do Brasil, or Brazilian Central—originally the Dom Pedro II Railway, since 1865 owned and operated by the Federal Government—the trunk line is broad gauge, while nearly all the branches are narrow gauge. An extraordinary story was told me: When the system was constructed, the two-gauge idea was adopted as an effective device against "car famines" on the branches, induced by the concentration of the rolling stock on certain parts of the system to the neglect of other parts!

The truth, however, is that the various feeder lines of the Brazilian Central were for the most part constructed by local capital, difficult to raise, and therefore demanding that it be made to go as far as possible. Cheap narrow-gauge lines were the best that could be built under the circumstances. Some years ago the Government took over these branches as a measure of economy; it had guaranteed the owners a certain return on their capital, and it was cheaper to buy the lines under its reserved rights. The Government is gradually changing these branches to broad gauge—all too gradually in the case of the São Paulo branch. The traffic between the two great cities, Rio and São Paulo, is great, and the break in gauge leads to many public inconveniences and discomforts. Public sentiment demands a speedy change, but it is feared that the influence of powerful private interests connected with the port of Santos may be able to delay for many years the completion of an improvement which might mean the diversion of much coffee traffic to the port of Rio.

In the three greatest railway countries—Argentina, Brazil, and Chile—government ownership of railways is an old principle. In Argentina the Government owns something over fourteen hundred miles of line as against over ten thousand miles privately owned. The Government's principle is to build lines in sections where public interest demands them and at the same time the inducements to private capital are insufficient. Heretofore railway investments have been greatly favored by Government in the way of assuring freedom from taxation, subventions, and other encouragements. But the field proves so immensely lucrative that now the Government proposes to impose upon all railway receipts a light tax that will form a fund for the purchase of the railways. In this way nearly all the lines will become Government property sixty years hence. It is said that the Argentine Government lines are inefficiently run in comparison with those of the great English companies. On the other hand, most of the railways in Chile are owned by the Government., and travelers have told me that they are admirably run.

In Brazil the Federal Government owns and operates 1,287 miles of line. It also owns four lines of 734 miles all told, and leases them to private companies. State governments own 110 miles. Under private ownership and operation are something like 8,000 miles. The great Brazilian Central system appears to be excellently run by the Government so far as quality of train service is concerned. The traffic, both freight and passenger, is great, and the track is admirably maintained. The line was finely built, chiefly by Brazilian engineers, I was told. The terminal station in Rio is large and handsome, with a monumental front facing a great open plaza. The traffic near the capital is so heavy, and trains run so frequently, that there are three tracks for ten

PRODUCED BY UNZ.ORG
ELECTRONIC REPRODUCTION PROHIBITED

and a half miles out of Rio, and a double track for a considerable distance farther. The stations are large, substantially built, and comfortable. There is brilliant illumination by acetylene gas at the various stations all along the line. The rolling stock, with American locomotives, is good; sleeping-cars, fairly comfortable, but below the Pullman standard, are run on the main line.

This railway is now said to be making a fair profit. But practical railway men familiar with the circumstances tell me that it is operated expensively by the Government, the managing officials appointed for political considerations rather than for practical railway ability. Passenger fares are low in themselves—only about one cent a kilometer—but extra charges for baggage make the actual figures much higher. It is also complained that freight rates are high, with schedules made with reference to earning profits from heavy charges rather than to the development of traffic and the advantage of the general public. A striking instance of this policy is the experience of a great new enterprise established on the line. Although an extraordinary increase in traffic was coming from this source, the management of the railway seemed to go out of its way to interpose annoying difficulties for the conduct of this new business.

The first railway trains that I saw in Brazil made a comical impression. The port first touched on the way to Rio is the quaint old city of Pernambuco—historic and picturesque, but with a sort of puerile crudity in the aspect of its public architecture; a naïve tawdriness that ill accords with the city's high repute as an intellectual center. Several important railway lines radiate from here into the interior—parts of an important network that is developing in the extreme east of the republic. I took a "mule-bond" for a look over the city. The first tramway built in Rio was the first instance of a transportation line constructed from the proceeds of bonds rather than stock. From that day "bond" has been the universal Brazilian name for street-car.

As we were about to cross a railway track a morning train with passengers from the country came puffing into town. Barring the modern locomotive, the sight recalled the old-fashioned woodcuts depicting the first railway trains in the United States. The coaches were about the length of short box-cars—four-wheeled and without trucks. They were without platforms, and each car had a single door in each side. As the train joggled along I would hardly have been surprised had the silhouettes of the passengers at the open windows shown the bell-crowned hats and poke bonnets of the early nineteenth century. One might have expected to find very primitive railroading all over South America, judging by this first glimpse.

The important Leopoldina Railway comprises the largest system in Brazil—about fourteen hundred miles of meter-gauge track. It serves large and populous districts in the States of Rio de Janeiro, Minas Geraes, and Espiritu Santo, and enters the Federal District. The system was taken over by an English company a few years ago, and the management is called very efficient. All the English members of the office staff are required to live in a colony by themselves in a pleasant location across the bay from Rio, where they have a fine club-house and many home comforts. A trip from Rio to Petropolis over one of the divisions of this system is a novel and delightful experience. An hour by the swift steamer up the bay through charming island scenery—one wonders that the steamer has no electric lights, for some of the trips are after dark—takes one to the railway pier. On the steamboat the first-class passengers have received checks for numbered seats in specified cars, A, B, C, etc. The train waits at the pier. The cars have doors in the sides, one for each transverse line of seats. The doors stand open. In metallic letters on the inside of each door stand the numbers of the four seats—two on each side—to which it admits. So the passengers easily and quickly find the seats corresponding to their checks. The train promptly dashes off across the level of the swampy coastwise belt. A speedy run of ten miles and the foot of the abrupt mountain range is reached. Here the rack-rail

PRODUCED BY UNZ.ORG
ELECTRONIC REPRODUCTION PROHIBITED

section begins. With little loss of time the train is separated into several sections. A corresponding number of curious little Baldwin locomotives, each with a cog-wheel that engages in a rack-rail in the center of the track, stand ready on special sidings. A locomotive gets behind each section of two cars and sturdily pushes it up a steep incline with a surprisingly easy action, smooth and almost free from grating vibration. The climb is through superb mountain scenery—great gorges, tremendous granite precipices towering on either side, and wonderful views backward over the great bay and its shores. The ascent of 2,800 feet is made in less than four miles—a rise averaging more than seven hundred feet to the mile.

Another extraordinarily abrupt ascent is that made by the great São Paulo Railway on its cable-incline section. This railway, owned by an English company, is a marvel of substantial construction, unsurpassed in this respect even by our famous Pennsylvania. It is not only the most profitable railway in Brazil, but one of the most profitable in the world. It has the monopoly of the great coffee traffic of the State of São Paulo; more than half the world's coffee supply goes over its tracks to the docks of Santos. The line runs from Santos to the great city of São Paulo and beyond to the gate of the coffee district at Jundiahy. Instead of a rack-rail system the rise of 2,600 feet to the São Paulo tableland is made by means of a succession of steel cables in a section of eight kilometers, or a little less than five miles. Very lately the original cable section, which brought the cost of the entire railway up to $150,000 a mile, was duplicated at a tremendous expense and with notable improvements. This gives four tracks for the incline sections and a double track for the rest of the line—a token of the intensity that railway traffic already reaches in parts of South America.

A trip up this incline is a notable experience. We take our train at the handsome terminal station in Santos. Some of the coaches are of the European pattern, with doors at the sides. Until very lately this was the case with the entire passenger equipment. Other coaches are of the familiar American pattern, much preferred by the public. Such was our car, of the first class, and divided at the center into two compartments, with toilet-rooms between—a common plan in Brazilian railways. We are locked into the car just before the train starts—the old side-door custom continued probably by force of habit. It is a handsome, substantially built train, although in its units not of uniform design. Railway cars in Brazil were once imported extensively, both from the United States and from England. But it was found that the woodwork warped so badly in this climate that both for steam railways and tramways it was more economical to build them in the country.

A run of some miles over the flat coastal plain brings us to the foot of the mountains. Here the train is divided into sections which are successively attached to the cable at regular intervals of a few hundred feet. By good luck we have taken the front coach of our section, and get a full view ahead. While the cable pulls us up, a locomotive, specially designed for the purpose, pushing from behind, furnishes auxiliary power. We ascend to the left on a double track—a double track although with only three rails for the two tracks! How can we pass a down train that shares the middle rail with ours? The cable is carried on numerous pulley-wheels that buzz busily as we pass them, set in the middle of our track. On the other track runs the downward-coursing half of the same cable. Soon we see the two tracks spreading apart before us, the middle rail expanding into two, with a long boat-shaped space between. Ahead a train is coming down towards us. As automatically as in the working of a cash-railway, without any movement of switches, the two trains pass each other. It is fascinating to watch the regularity of this passing of trains—a precision as of clockwork, very simply and admirably provided for in the exact spacing of the distances between trains. The down train also has its locomotive—returning to the foot of the slope to help the next train upward. These locomotives act as additional safety devices, having brakes

PRODUCED BY UNZ.ORG
ELECTRONIC REPRODUCTION PROHIBITED

that clutch the rails powerfully in case of emergency. The descending train acts as a counterweight for the ascending, thus effecting a great economy in power.

We come to these automatic turnouts at frequent intervals, sometimes in a tunnel, sometimes on a bridge over a deep chasm; invariably the distances between must be exactly the same, whatever the topographical circumstances. Except the two sections of the incoming passenger train, bound from São Paulo to Santos, all the trains we meet are of freight-cars loaded with coffee—short sections of a few cars each. With the import necessities of such a great and rich state and city to be met, the upward freight movement is also large. But it is inconsiderable compared with the export traffic. Hence, with the great mass of freight going down hill, evidently the operating expenses cannot be very great, especially when we consider that the weight of the outward traffic pulls up the inward.

We soon reach the top of the first inclined plane, and come to a stop on a level space, where there is a fine power-house with a tall chimney. On the hill-side above is a group of picturesque cottages for employees, comfortable-looking, tastefully designed, and neatly kept. There is a brief pause while our train is connected with the cable for the next plane. Five of these planes occur in immediate succession, each with its power-house and interval of level track between. On the slope below us we see the original incline section. This was built in 1868. It has steeper planes in part, and does not employ the locomotive auxiliary. The massive construction all along the way, making the roadbed, tracks, and right of way substantial and enduring, with the most highly finished masonry, protected in every possible way from landslides and washouts, is a marvel. This line between Santos and São Paulo is one of the great railway sights of the world.

The company pays twelve per cent dividends, and all the rest of its large profits go into improvements. A visiting engineer remarked that next he expected to see gilded rails and cross-ties of polished mahogany! The way stations are strikingly fine—only our best American lines can equal their average. The tracks through São Paulo are depressed, and the chief station in that city, in its completeness and architectural elegance within and without, is what might be looked for in a European metropolis.

All the Brazilian railways which make the abrupt ascent of the coastal mountains to the great tableland beyond command remarkable scenery. There is said to be nothing finer in this respect than the line in the State of Paraná from the port of Paranagua to Curityba, the State capital. It makes the ascent of more than 3,107 feet along the slopes of the Morumby, with extensive views of the magnificent coast range and the ocean beyond. Its exceptionally skillful construction, making the ascent without the aid of rack-rail or cable devices, is the work of a prominent Brazilian engineer, Senhor Soares, and is greatly admired by experts.

In Argentina railroading has reached an intensity and thoroughness in construction and development comparable with that of the United States. Modern Argentina, like our own country of to-day, is practically the child of the railway, owing thereto its growth and its prosperity. Railway construction in Argentina is a simple proposition as compared with Brazil and the obstacles that there have to be surmounted in every attempt to reach the interior from the mountainous coast. On the vast levels of the Argentine pampas railways are built cheaply and quickly, as they are across our own prairies and plains. The returns are immediate and are rich. Take Illinois and Iowa in their richest parts, spread them out over the entire Mississippi valley, give them climates ranging from that of southern Georgia and Florida—but without severe frosts—to that of Pennsylvania, and you have an idea of the inducements that the better part of Argentina offers to the railway-builder. It is no wonder that in the past ten years the area under cultivation should have more than doubled, the value of exports increasing in much greater proportion. While the cities—Buenos Aires

PRODUCED BY UNZ.ORG
ELECTRONIC REPRODUCTION PROHIBITED

in particular—have grown enormously, the rural population has increased but slightly in comparison. The gain has proceeded chiefly from the increased efficiency of the existing population made possible by the building of railways and the employment of modern agricultural machinery.

Under these inducements British capital to the amount of at least £800,000,000, or nearly $4,000,000,000, has been invested in Argentina, chiefly in the construction of railways, and in agricultural or cattle-breeding lands developed by railways. More than half of the more than twelve thousand miles of railway in the country are owned by British capital. One important line is owned by French capital. Harsh things are said about its management, one of the worst things being that it disclaims all responsibility for goods in transit—an open invitation to dishonesty among employees.

The English-owned railways, comprising nearly all the great broad-gauge systems, are now run on the "community of interests" plan, which may result eventually in practical consolidation. Each company keeps within its own territory, and there are harmonizing agreements of various sorts. Railway construction is a simple thing in Argentina; the vast level reaches mean straight tracks with few curves and no heavy grades. This makes operation easy and cheap, these advantages offsetting the high cost of coal, mostly imported from England and Wales. There are no winter snows to interrupt traffic, and the climate is such that cattle graze and are ready for shipment the year through. As to straight tracks, some lines run for a hundred and even more than two hundred miles without a curve. American engineers are now largely employed in organizing systematic construction for these great companies in ways similar to those followed on the plains of our great Northwest, as in Nebraska and the Dakotas. Hence it is the aim to bring every farm within at least twelve miles of a railway, this distance being the limit at which grain can be economically hauled from the point of production. To this end it is designed to construct from the trunk lines, and from subordinate long lines, innumerable branches out over the pampas, forming series of a sort of herring-bone pattern, the branches all so located with reference to those from opposite parallels as to serve every farm in the manner aforesaid. With these systems once carried into effect, or even well advanced, a phenomenal increase in the productivity and wealth of the country is looked for.

The highly developed railway practice on these great English lines affords an admirable passenger service. The first-class coaches are more comfortable than our own. The broad gauge permits cars much more commodious in width and height. The express trains are vestibuled, but after the narrow door-wide style of the original Pullman practice rather than with the full width now the rule with us. The absence of our Miller platform makes necessary the use of a sort of "drawbridge," or apron connection, for the vestibules. Many of the lines have our American monitor-tops for their cars, but the crown or arched roof, as here used, seems more desirable. The sleeping-cars, usually with compartments, are run at rates very much lower than in the United States.

Both in Brazil and Argentina the passenger coaches are almost universally finished outside in natural wood of a light mahogany color, similar to those of the Canadian Pacific. Excellent dining-cars are the rule on the through express trains in Argentina. Lunch and dinner, served in courses, cost two dollars (88 cents American) each. Outside the regular meal hours the car is open for café and restaurant purposes all through the day, and is a favorite lounging-place for passengers. On the Great Southern Railway the first-class day coaches are luxuriously comfortable; richly but simply finished, with no suggestion of excessive and vulgar ornamentation. The broad gauge allows the seats to be so wide that three persons might easily occupy one of them; they have very high backs and are upholstered in soft, dark leather. In the high arched ceilings, finished in white panels, I noted fourteen electric lights. A conspicuous sign told that the body of the car had a capacity of fifty-two passengers. At

PRODUCED BY UNZ.ORG
ELECTRONIC REPRODUCTION PROHIBITED

one end was a minor compartment, accommodating sixteen passengers, set apart for the use of non-smokers, thus reversing our own practice. Smoking is seldom a nuisance in Latin America, not being accompanied by the spitting that converts the average smoking-car in the United States into a pig-pen. The large windows that let down into the side of the car are usually open except in inclement weather, and there is good ventilation. Ladies, as a rule, make no objection to seats with the smokers. In all these cars are panels at each end, in both large and small compartments, filled with photographs of scenery on the line—the Buenos Aires docks and shipping, for instance; scenes at the great seaside resort of Mar de la Plata; features of the new great seaport of Bahia Blanca; examples of the remarkable lake and mountain scenery in southern Argentina.

The stations are large, substantial, and convenient. At the important way stations, where many trains pass, passengers must cross the tracks either overhead or by a subway. In entering Buenos Aires there is the same sort of substantial viaduct construction that one finds in London or Paris. The Buenos Aires and Pacific is building a magnificent viaduct of great brick arches to enter the very center of the metropolis along the river front, and, in return for the privilege, engages to build between its tracks and the river a fine pleasure avenue and esplanade, with roads, bridle-path, promenade with tree and garden spaces, for several miles out to the great park at Palermo. On the other hand, the Western Railway is to cross the city from its present remote terminal to a new one for freight and passengers at the water front by means of a subway. Both the Southern and Western Railways have handsome great stations in the metropolis. The Southern has just built in the city of La Plata what is architecturally the richest and most elaborate station on the continent; style, l'Art Nouveau, with a beautiful dome of green majolica tile.

These great railways are run with characteristically British method, precision, and thorough organization. An adverse criticism commonly made is that they are managed too much from London, as the Grand Trunk in Canada was until recently; thus handicapped, the most capable managers cannot achieve the efficiency possible were they given a free hand. It is pointed out that enormous economies might be effected if various features, long the rule on American railways, were adopted. In some respects, indeed, our own managements might learn much from Argentine practice. For instance, the loading of cattle: the cattle trains are "vestibuled;" the cattle are driven in at one end, and the train is loaded with extraordinary celerity. On the other hand, the handling of grain is astonishingly inefficient. I am told that in the wet weather which often occurs during the movement of the crops the loss on grain spoiled in transit amounts to as high as forty per cent. A young American has lately organized a great company for handling the grain traffic under a special concession: local grain elevators at all stations in the grain districts, and immediate cash payments to farmers in the shape of elevator receipts accepted by the National Bank of Argentina and negotiable throughout the country. This promises to put a new face upon the grain traffic and greatly increase the profits of farmers. Since the railway companies might have kept this business in their own hands, the managements are now lamenting the loss of a golden opportunity.

The characteristically English freight-handling equipment of the railways almost everywhere throughout South America looks ridiculous in American eyes: light and fragile-looking little freight-cars; perishable goods commonly carried on platform-cars and protected from the weather only by canvas coverings; the primitive, antediluvian-looking couplings, that date back almost to the time of Stephenson, with their clumsy complications of screws, weights, chains, and disc-buffers, necessitating an enormous waste of time and labor in making up a train. I was told that the representative of a great American car-building company convinced the manager of one of the great English-owned railways in Argentina how enormously advantageous it would be to let him replace his anti-

PRODUCED BY UNZ.ORG
ELECTRONIC REPRODUCTION PROHIBITED

quated equipment with modern steel cars. "But what could I do with my thousands of old cars?" he asked. "Throw them away!" The idea of such a "waste" almost drew tears to his eyes, and he declined to consider a change which he knew would pay for its cost in one year. It seems that English railway practice has yet to learn that a scrap-heap is one of the most profitable of institutions. In view of the admirable passenger service in Argentina, this seems all the more remarkable.

As to railways in Uruguay, it may be remarked that the situation at present is not so encouraging as in Argentina, Brazil, and other countries of the southern half of the continent. While construction has been extensive, the chronically unsettled condition of the country discourages extensions and improvements. Such conditions cannot be permanent, however.

From the foregoing glimpses of railway practice and development in South America, it is evident that the movement in general is only in its early stages. The prospective growth invites the participation of capital and of sagacious enterprise as in few other parts of the world. The great southern continent well deserves the name of a land of opportunity.

PROGRESS IN INTERNATIONAL LAW[1]

"SI vis pacem para bellum" may be a good motto, but "Si vis pacem para leges" is a better. "If you want peace, prepare laws" is sager advice than to "prepare for war."

In no year was the disposition to prepare laws for the preservation of peace more apparent than in 1907. Not only was it marked by the meeting of the second Hague Peace Conference, but also by the appearance of a number of interesting works on international law.

Because of the decisions reached at The Hague, special interest attaches to whatever relates to the rights and duties of neutrals. Distinctly illuminating in this connection are two recently published books, a stout one by Mr. Atherley-Jones and a slim one by Mr. Norman Bentwich. The evident aim of both authors is to protect private property, whether neutral or belligerent, in time of war, but especially to defend the rights of neutrals when they suffer injury from a belligerent out of proportion to his gain. The first author is erudite but cogent; the second author, however, must always have kept in view a possible popular audience. Certainly, as he remarks, public opinion is of greater influence in determining changes in the laws of war and neutrality than in any other branch of jurisprudence. In the ultimate analysis, these changes depend upon the common consent of the neutral nations. And what is this but the expression of a united opinion of the various peoples? In developing the theme which the two authors have in common, Mr. Bentwich's method is again notable because of its use of American decisions. He has a double reason for their use. Our history has given special opportunity for the development of international law, and from the beginning of our National life our courts have shown a whole-hearted acceptance of the law of nations. To the student, however, Mr. Atherley-Jones's book, four times as thick as Mr. Bentwich's, is particularly valuable because of its full quotation from treaties, ordinances, and judgments bearing on subjects of contraband, blockade, continuous voyage, carriage of property at sea, right and formality of search, capture and condemnation, recapture and

[1] Commerce in War. By L. A. Atherley-Jones. D. Appleton & Co., New York. $6.
The Law of Private Property in War. By Norman Bentwich. The Boston Book Company, Boston. $1.80.
Problems of International Practice and Diplomacy. By Sir Thomas Barclay. The Boston Book Company, Boston. $6.50.
Arbitration in Latin America. By Gonzalo de Quesada. Wyt & Bonen, Rotterdam.
La Loi des Nations. Par E. Duplessix. J. B. Sirey, Paris.
Essai de Constitution Internationale. Par Umano. Edouard Cornély et Cie., Paris.

PRODUCED BY UNZ.ORG
ELECTRONIC REPRODUCTION PROHIBITED

rescue. On all the rules of international law under these headings, governing the commercial relations of the subjects of neutral and belligerent states, Mr. Atherley-Jones's book is a treasure-house of information. But Mr. Bentwich's volume is quite thick enough to require, and should have, a general index in addition to its admirable table of cases cited. It is more interesting to the general reader than is the other volume, because of its peculiarly informative review of the modification which he, and we, deem to be required in the practice of maritime law—for instance, the abolition of prize money; the acceptance by the state of its obligation to recoup its own citizens for their losses at sea, and also to compensate neutral owners, whose innocent cargo may have been destroyed; the relaxation of the old laws of enemy domicil; the exemption of mail steamers from capture; finally, most important of all in Mr. Bentwich's opinion evidently, and doubtless in that of Mr. Atherley-Jones, the classification of contraband.

In harmony with the expression of the British delegates at The Hague last summer, Mr. Bentwich believes the law of contraband urgently needs systemization. In 1906 the Inter-Parliamentary Conference in London passed a resolution that contraband of war ought to be defined as being restricted to arms, ammunition, and explosives. In this connection Sir Thomas Barclay, in his well-printed volume, somewhat caustically reviews the controversy between the British and Russian Governments during the Russo-Japanese War as to the definition of contraband. If contraband is to be one day defined as consisting of arms of all kinds, of ammunition and explosives, of military equipments of all sorts, except ambulances and other appliances under the protection of the Geneva Convention; of vessels equipped for war; of machinery for the manufacture of ammunition; and, finally, of all other articles employed solely for war and convoyed by sea distinctly for a belligerent, it would only be an expansion of the recent decision of the St. Petersburg court, concurred in by no less an authority than Professor Martens, reviewing the sentence passed upon the ship Calchas by the prize court at Vladivostok during the recent war. That court justly declared that "contraband" is applicable only to explosive articles when they are transported on account of, or are distinctly for, the enemy—that is, the enemy's government, contractors, army or navy, and not for private individual subjects of the enemy's country, and more especially for neutral governments or private individuals of the neutral country.

At The Hague last summer our American delegation vainly strove for immunity to private property at sea in time of war. As Mr. Atherley-Jones points out, Great Britain is really the only very serious opponent of our proposal. But Mr. Bentwich thinks that she will be unconvinced of the expediency of such immunity as long as she keeps her maritime preponderance and as long as experts like our own Captain Mahan declare that "the blows struck at an enemy's commerce are the most deadly of all warlike measures." So said Sir Edward Fry also, England's first delegate, during the Hague Conference in almost these exact words. But Englishmen may well remember that their present Lord Chancellor, Lord Loreburn, is of a different opinion. Three years ago he published a letter in the London Times in which he declared the present system of capture to be practically useless as a means of crippling the enemy.

The volume prepared by Sir Thomas Barclay, Vice-President of the International Law Association, will gratify the student by the wide margins and blanks left for the insertion of annotations and new matter. But, as the student turns page after page of Sir Thomas's text, he will be still more gratified at the writer's emphasis on the ethical principles as well as on the reasons of expediency underlying recent efforts towards international law and order. Sir Thomas's book is unsatisfying only if the reader expects too much. It does not embrace discussions of all controverted "problems of international practice and diplomacy." Its author treats only those ripe enough to be brought before the recent Hague Con-

PRODUCED BY UNZ.ORG
ELECTRONIC REPRODUCTION PROHIBITED

ference. Among them are, of course, some of the problems already considered in the books of Mr. Atherley-Jones and Mr. Bentwich, especially the subjects of the immunity of private property at sea; the legitimacy of floating mines and mine fields; the exclusion of special areas from hostilities; the neutralization of ocean routes; the revision of neutrality laws, particularly as regards contraband of war, as we have seen above, and the use by belligerents of neutral ports; the destruction of prizes; the liberty allowed to mail ships, the transformation of merchant vessels into cruisers, and the substitution of an international prize court for national prize courts.

Sir Thomas Barclay's book presents, however, more immediately and gratifyingly, the subjects which have to do with preventing rather than with regulating war—the extension of the scope of the Commissions of Inquiry and of Mediation, the acceptance of an obligatory arbitration treaty and the solidification of the character, jurisdiction, and procedure of the Hague Court. Thus an enlightened international conference, protecting commerce and neutral rights as they should be protected, inevitably gravitates toward arbitration. As we learn from the admirable monograph prepared by Señor Don Gonzalo de Quesada, the world owes much more to Bolívar and Latin America than is generally supposed. As early as 1815, indeed from the very day of its general emancipation, Latin America espoused the principle of arbitration and appealed to it in subsequent international relations. The monograph gives a valuable résumé, not to be found elsewhere, of South American diplomatic history and a capital survey of various treaties. Even more remarkable in this direction is Sir Thomas Barclay's volume with its long list of texts of existing treaties and its equally interesting list of suggested treaties, the latter of great pertinence in connection with the masterful discussion by Sir Thomas of the whole subject of arbitration.

In its turn, this subject inevitably leads to a consideration of a complete international government, perhaps along the lines laid down by M. Duplessix in his "Loi des Nations," an exhaustive work, which obtained first prize in the competition offered by the International Bureau of Peace in 1905–6 for a complete system of legal justice among the nations. M. Duplessix's "Loi" contemplates and defines an international treaty, by the terms of which all the civilized states should form a union, having as its aim the guarantee of reciprocal independence and the maintenance of peace; an international government in its legislative, administrative, and judicial departments, together with a code of international public law applicable to all nations. The author's project of a code of universal law includes a proper consideration of the constitutions of the several states, of the duties and rights of those states; of the duties and rights of the individual in his international relations; of national and international property.

As to the suggested solutions other than war, of international difficulties, of course the more efficacious lie in the free discussion of those difficulties in an international Parliament. If M. Duplessix proposed an international Parliament as based upon the proportionate populations of the consenting states, the anonymous author of the "Constitution Internationale" would have an international assembly composed of representatives proportionate in number to each nation's population, industry, and wealth. Neither he nor M. Duplessix seems affrighted by the prospect of an international executive department, a chief function of which should be to establish, out of existing armies and navies, an international police, destined to impose peace by force wherever necessary under a new international common law or the decisions of an international court. This corresponds with Mr. Carnegie's idea and his apt illustration of the operation of the world's armies eight years ago in China under an international commander.

The Outlook believes that not only will soon the day be appreciably nearer when the nations will guarantee their reciprocal independence, but that they then will also contribute towards an international budget for the activities of an international government, a prominent

PRODUCED BY UNZ.ORG
ELECTRONIC REPRODUCTION PROHIBITED

item of that budget being a provision for the maintenance of as much of present military forces as is necessary for a world police. Then, and perhaps not till then, will there come about a reduction of unnecessary armaments and military contingents.

To the triumph of that day such books as the above should considerably contribute.

Comment on Current Books

Confessio Medici It is not often that the book reviewer, seasoned by hard experience, is able to take unalloyed pleasure in a new group of essays. But such a joy has come in an anonymous book called "Confessio Medici."[1] Guarding himself against misapprehension because of his title, *confessio* being only a word to cover a simple, friendly talk about what he has learned, and not a confession of sins or disclosure of secrets, the author proceeds upon his delightful way, beguiling us without the least effort, and flattering us by making us feel his pleasure in our company. He does not even beckon to us in his preface, but glances at us with a whimsical smile, and we follow. Vocation is the first theme, and wise and witty are the thoughts upon it. The keynote sounds in the dictum that if a doctor's life may not be a divine vocation, then no life is a vocation and nothing is divine. We enter the hospital and learn much—among other things, that every hospital is a charity, but there is a difference between charity and hospitality. They who give money to a hospital are charitable; "we who spend it are hospitable, and of course it is we who get the fun out of the money." The author writes with a light touch, but deep meaning, of psychology, hailing Professor James as the wisest of her servants, and admitting that psychology makes us think, but declaring that when she says we are streams of states of consciousness then she is talking nonsense, not science. Ambroise Paré, a French surgeon born in 1510, is the subject of a fascinating chapter. The rigid requirements of Practice, "a born lady," her forehead lined and her cheeks pale, but kind, clever, and sensitive, are set forth with a fling here and there at English conventions. The evil survival of patronizing the unfortunate is hit off by a reference to "people who would not subscribe even to the maintenance of Heaven without an Annual Report and the right to recommend four souls for immediate admission if found suitable cases." But greater depths are reached when we come to "Retirement." Who has not known Velox, who had retirement thrust upon him by illness—and he and Death fought it out. "Each had a long score against the other, run up at a thousand bedsides." Velox survived, but retired, to Death's relief. "Somebody suggested golf, somebody bridge; and he turned and rent them, not without bad language. Between a death and a funeral you do not invite the chief mourner, by way of consolation, to a dinner party; and Velox had just lost the love of a lifetime, and said it was damned unkind of us to talk rot like that about him and bridge." The author scorns hobbies—"an artificial outside interest." "We get inside it and urge it forward." Home, friendship, religion, and food are outside interests, but not hobbies. "They get inside us and urge us forward." It is quite impossible to convey the elusive, human, literary charm of the book. It remains only to say as emphatically as possible that every one who knows the intellectual refreshment of clear, unconventional thought expressed with insight and wit will give this anonymous writer a cordial welcome.

[1] Confessio Medici. By the Writer of "The Young People." The Macmillan Company, New York. $1.25, net.

Child Labor The results of a careful and direct investigation of certain unhappy conditions in our country are recorded by Mrs. John Van Vorst in a book called "The Cry of the Children."[1] Mrs. Van Vorst spent six weeks among the cotton mills in Alabama and Georgia, and then visited Maine, New Hampshire, and Massachusetts upon the same quest. She tells us that she relates only what she saw for herself. She began with a fear of sensationalism, but gradually came to the conviction that the simplest account must sound sensational. With the hope of stirring us to action that will procure some remedy for these things, which she says are contrary to every principle of civilization and Christianity, she proceeds to narrate facts. It may not be known to every one that there are at work in our country over a million and a half of children between the ages of ten and fifteen; twenty-five per cent of all the textile operators in the South are under sixteen; two thousand girls under thirteen are doing night work in Penn-

[1] The Cry of the Children. By Mrs. John Van Vorst. Moffat, Yard & Co., New York. $1.25, net.

PRODUCED BY UNZ.ORG
ELECTRONIC REPRODUCTION PROHIBITED

sylvania; ninety-two thousand are employed at this age or younger in New York State. They are significantly called "hands"—poor little hands that are so busy all day and so tired at night that the brain and mind and soul have no chance to grow. The stories Mrs. Van Vorst tells are pathetic, and the situation she represents is appalling. We are waking up, and public opinion must make itself felt in the industrial world before long. England has suffered irreparable injury from the same cause—most shockingly disclosed by the physical degeneracy of the common soldiers in the Boer War—but she has waked up, and, after decades of blind greed, has stopped the slaughter of children, but only within the present generation. If child labor continues, we are deliberately manufacturing degenerates along with our cotton and glass. Senator Beveridge in a glowing Introduction declares that nothing but a National law can put an end to the evil, just as it did with lotteries and obscene literature and similar disgraces. He says we must make our indignation felt—"write to your Congressman and Senator, and have everybody you know write to his Congressman and Senator, and ask them what they are doing about this thing—ask them why they do not act. Demand an answer. You will get it if you ask hard enough and long enough."

Venice Two works, each in two volumes, have just been published on Venetian history.[1] The first is by Professor Pompeo Molmenti, perhaps the leading historical writer in Italy at the present day, certainly a recognized authority on everything Venetian, whose "Carpaccio" The Outlook recently noticed. The present two volumes consider only the Golden Age of Venice. They have the advantage of translation by Mr. Horatio Brown, the British archivist in Venice. He is the author of those informative and delightful volumes, "In and Around Venice" and "Life on the Lagoons," and is also the author of the second work above mentioned, "Studies in Venetian History." As is appropriate, both works are well put forth from the publisher's point of view. Both authors have much to record and interpret concerning the contemporary praise and blame of the Republic in general and, in particular, concerning politics, the church, the judiciary, the army, economic conditions, commercial and fiscal policies, the printing-press, the family, public health, schools, science and art, festivals and carnivals, manners and customs. Signor Molmenti's work deals rather with generalities; Mr. Brown's more with particulars and significant episodes. Professor Molmenti covers with commendable detail one great age; Mr. Brown concentrates his force on crucial moments and significant personages of the Republic's formation, growth, and decline. Yet he insists on certain general truths; for instance, that the history of the Venetian Republic in all ages has owed its coherence to Venetian commerce. (And of that commerce no comprehensive history exists.) Yet this same author declares that the irresistible æsthetic appeal of Venice is not intimately associated with the events of its past history; one does not grasp this statement so readily. If we were to single out particularly graphic descriptions in these four volumes, they might well be, from the Italian, first, his account of the lives of Titian and other artists, and, second, his account of the Venetian courts of justice; in order to judge them correctly, however, the work should have included a greater exposition of contemporary conditions in the various courts of justice throughout Europe. The student will also wish that Mr. Brown's work might have been slightly expanded. While we have from him new and lasting associations with such worthies as Carmagnola, the soldier of fortune, Catarina Cornaro, Queen of Cyprus, Cardinal Contarini, and Fra Paolo Sarpi, we would also have welcomed an essay by him on some phase of Venetian history subsequent to the era of the English Commonwealth, with which he closes his work. The Republic on the Adriatic had certainly not gone to pieces at that time. We are thus once more reminded of the strange lack of literature illustrating Venice of the latter half of the seventeenth century and the whole of the eighteenth. Why does not some one write a comprehensive life of Tiepolo, the last great decorative painter of the Venetian school? Such a biography should inevitably throw new light on this period, at least until 1770, when he died.

Through Italy with the Poets With the kindly desire of supplying for other lovers of Italy a lack from which he suffered in a recent journey, Mr. Robert Haven Schauffler has compiled an anthology of poems[1] about places in Italy, arranging them in the orderly succession of a natural tour from Verona to Milan, across the lakes to the Riviera, down the western side through Florence, Rome, and Naples to Reggio, and up the eastern side through Taranto, Ancona,

[1] Venice: Its Individual Growth from the Earliest Beginnings to the Fall of the Republic. By Pompeo Gherardo Molmenti. Translated by Horatio F. Brown. In 2 vols. A. C. McClurg & Co., Chicago. $5, net.
Studies in the History of Venice. By Horatio F. Brown. In 2 vols. E. P. Dutton & Co., New York. $6, net.

[1] Through Italy with the Poets. Compiled by Robert Haven Schauffler. Moffat, Yard & Co., New York. $2, net.

PRODUCED BY UNZ.ORG
ELECTRONIC REPRODUCTION PROHIBITED

and Venice to Asolo. With Baedeker for practical guide and this for an aid to memory and imagination, one is well equipped. It is a happy thought to cull out of literature just the gems we long for amid the scenes that inspired the poets. This widely planned anthology might be accompanied by "Florence in the Poetry of the Brownings," which is fully illustrated, and Lilian Whiting's "The Florence of Landor," two more of a number of enlightening contributions to our working knowledge of Italy.

An English Diplomat

Perhaps Sir Henry Drummond Wolff is entitled to be called statesman as well as diplomat; he played a prominent part in Lord Randolph Churchill's Fourth Party—which was not only a fourth party but was composed of four members; he also more than once was high in the confidence of political leaders in international matters. Sir Henry filled important diplomatic offices in the East, and his recollections [1] throw real light on bygone questions of England's Eastern relations, and especially on the secret history of the Berlin Treaty. American readers, for the most part, however, will feel a more lively interest in his anecdotes and stories. The author is seventy-seven years old, and he has known an immense number of public people, literary as well as political. His record of witty sayings and amusing incidents is extensive, but the stories are thrown into the narrative in a curiously abrupt and desultory way. The author disarms criticism as to this and as to the evident desirability of compression and better proportion by calling his book "Random Recollections," and disowning at the outset any set system. Altogether these two portly volumes have in them a not inconsiderable quantity of enjoyable reminiscence.

The Book of Psalms

The Jewish Bible, the Old Testament, has thus far been disseminated in nearly all languages by Christians only. Now at length the Jewish Publication Society is taking it up. An English version [2] of the most widely diffused book of their Bible—the Psalms—now introduces the neglected work to a hearty welcome from Christian readers. It is made by eminent Jewish scholars from the universally accepted Hebrew text. Professor Kittredge, of Harvard, is sponsor for it in matters of English literary style. Comparing it with the best preceding version—the American Standard edition of the revision issued in 1885—one notices a frequent preference of the marginal readings there given. A few noteworthy changes occur; *e.g.*, "Worship Him with a pure heart," for "Kiss the Son" (ii. 12); "Thy throne, a throne of God, endureth for ever and ever," for "Thy throne, O God, is for ever," etc. (xlv. 6). Here the English stylist might well have retained the Saxon "is," and also "heart" for "reins" (xvi. 7), an archaic word properly discarded by the American revisers. A few other cases occur where Latin English extrudes the Saxon, as "Instruct me in Thy paths" for "Teach me," etc. (xxv. 4); "consorted with" for "sat with" (xxvi. 4). On the other hand are some commendable improvements, as "I am a passing guest with Thee," for "I am a stranger," etc. (xxxix. 12). The natural presumption which recommends a Hebrew book translated by scholars of the Hebrew race is fairly sustained by this admirable work, to which the publishers have given a form both elegant and convenient.

The Church and the Modern Man

In this small volume [1] of thoughtful essays a cultured and religious layman reasons with the reactionaries and obscurantists among the Anglican clergy. He tells them that the Church must serve the intellect as well as the heart of man; that we have to think through as well as feel through the truths of Christianity. Consequently ancient theological statements must be translated into modern terms Metaphysical treatment of religious truth has given way to historical and psychological treatment; hence a new manner of presentation is needed in the interest of rational faith. Do, therefore, for us Anglicans what Fogazzaro and Loisy and Tyrrell are doing for Catholics; lead us, as Paul and Athanasius and Augustine led the Church of their times. So you will attract men as Mr. Campbell does, and our depleted congregations will be full as his. This is the substance of his plea for more light from the pulpits, based upon a conception of the symbolic rather than literal significance of the Creed and miracles—the same ground for which Dr. Crapsey unsuccessfully contended, but here more finely defended by a profound thinker. The central underlying thought of these essays is the active immanence of the self-limiting Infinite in man, giving rise to revelation from within outward, in a growing religious experience, and a consequently growing theology, changing as it grows, while ever at the root the same.

[1] Rambling Recollections. By Right Honorable Sir Henry Drummond Wolff, G.C.B., G.C.M.G. In 2 vols. The Macmillan Company, New York. $7.50, net.

[2] The Book of Psalms. Translated from the Massoretic Text. The Jewish Publication Society of America. Philadelphia. 75c.

[1] The Church and Modern Men. By William Scott Palmer. Longmans, Green & Co., New York. $1.20.

PRODUCED BY UNZ.ORG
ELECTRONIC REPRODUCTION PROHIBITED

"Bristol"
TRADE MARK REG. U.S. PAT. OFF.
Steel Fishing Rods

For big fish—pickerel, salmon, tarpon, muscalonge; for gamy smaller fish—trout, grayling, pike, bass; for fly casting, bait casting, trolling, or still fishing, no other rod equals the "BRISTOL." 20 years of deserved international reputation, backed by a *three-year guarantee* attached to each rod. A complete variety of Rods exactly suited to each kind of fishing. The supreme standard in lightness, pliancy, resiliency, strength, reliability. Never ask merely for a steel fishing rod—always ask for "BRISTOL" Rods by name. Look for the word "BRISTOL" on the handle. Write us if offered an imitation.

BEAUTIFUL ILLUSTRATED CATALOGUE MAILED FREE

THE HORTON MFG. CO.

43 Horton St.
Bristol,
Conn.

MARTIN'S
KINGFISHER
Silk Fish Lines

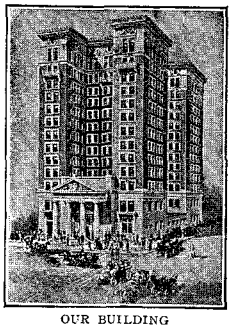
Represent the highest art, the largest variety, the smoothest running and the best wearing lines in the world. They are unsurpassed in quality, strength, or finish. Regardless of what anyone tells you, remember that if a line is not labeled with the KINGFISHER bird or the word KINGFISHER, it is not genuine. Look for the trade mark when you buy fish lines. It is your protection and our unqualified guarantee that the line is absolutely perfect. Mark X in the coupon opposite your favorite fishing, and we will send you

FREE SAMPLES

of the best lines known (selected by experts) for that kind of fishing.

E. J. Martin's Sons
12 Kingfisher St.,
Rockville, Conn.

..Brook Trout
..Lake Trout
..Black Bass
..Salmon
..Grayling
..Pike
..Pickerel
..Mascalonge
..Bait Casting
..Fly Casting



OUR BUILDING

BANKING BY MAIL AT 4% INTEREST

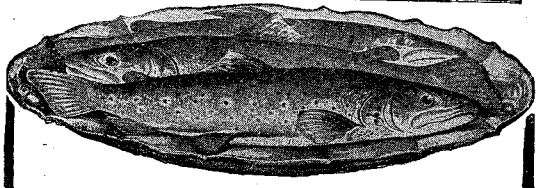
The rapid and continued increase in the number of our depositors is the best evidence we can offer to prove that Banking by Mail with this old, established institution is safe, convenient, and satisfactory to depositors in all parts of the world.

Send for free booklet "V."

CAPITAL and SURPLUS
SIX and ONE-HALF MILLION DOLLARS.

THE CITIZENS SAVINGS & TRUST CO.

CLEVELAND, OHIO ESTABLISHED 1868



FISH

more than any other dish needs careful seasoning. It is rendered more appetizing by the use of

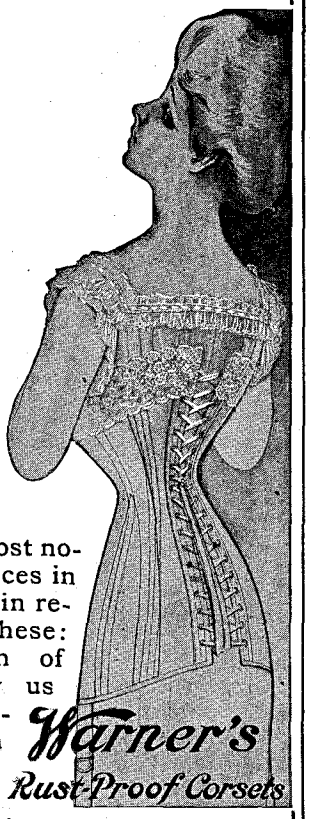
LEA & PERRINS
SAUCE
THE ORIGINAL WORCESTERSHIRE

It is a delicate seasoning for Scalloped Oysters, Broiled Lobster, Cod Fish Balls and Steaks, Deviled Clams, Fish, Salads, etc.

Beware of Imitations.

JOHN DUNCAN'S SONS, Agents, New York

PRODUCED BY UNZ.ORG
ELECTRONIC REPRODUCTION PROHIBITED



WARNER'S CORSETS

THE three most notable advances in corset making in recent years are these: The invention of Rust-Proof by us in 1894—no improvement in corset boning has been made since that time; the introduction of hose supporter corsets by us in 1902, which revolutionized the corset art; and now in 1908 the standardizing of the construction of our 61 styles, so that every corset bearing the name of Warner's, whether selling at $1.00 or $5.00, shall be equal in wear and unbreakableness.

Warner's Rust-Proof Corsets

They may vary in price according to fineness of materials, beauty of trimming or elaborateness of pattern—but all cloth must meet the same standard of wear, all boning meet the same standards of strength and flexibility, all patterns fit equally well the figure for which they are intended.

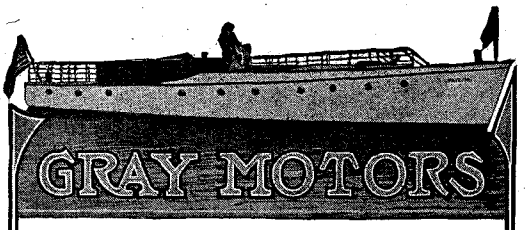
Security *Rubber Button Hose Supporters attached to every pair.*

We have an illustrated book, fully instructing women in the correct fitting, wearing and caring for their corsets. Sent free upon request to any of our offices.

$5.00 TO $1.00 PER PAIR

The Warner Bros. Co., New York, Chicago, Oakland

EVERY PAIR GUARANTEED



GRAY MOTORS

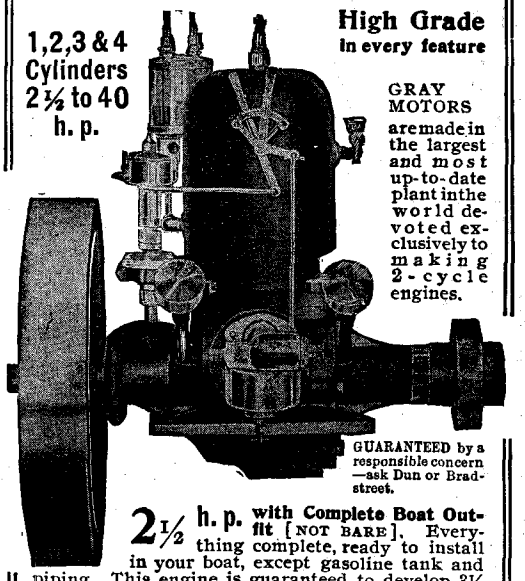
Fastest Cruising Motor Boat IN THE WORLD

of its length and beam, the yacht "Grayling" shown above, is equipped with three 40 h. p. Gray Motors (120 h. p.) regular stock motors not in the slightest degree different or better than any of the forty Gray Motors turned out of our factory every day, from the little 2½ h. p., $67.50, up. And yet with these same "run-of-factory" motors, the "Grayling" won the Time Prize in the 200-mile race on Lake Erie last August—from Toledo to Detroit River, to Cleveland and back to Toledo. Write for interesting story of this race.

6 h.p. Engine, with complete boat outfit, [NOT BARE] Shaft, Propeller Wheel, Stuffing Box, Muffler, Batteries, Spark Coil, Wire, Switch, etc., all ready to install in your boat . . **$97.50**

1,2,3 & 4 Cylinders 2½ to 40 h. p.

High Grade in every feature

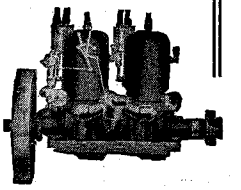


GRAY MOTORS are made in the largest and most up-to-date plant in the world devoted exclusively to making 2-cycle engines.

GUARANTEED by a responsible concern—ask Dun or Bradstreet.

2½ h. p. with Complete Boat Outfit [NOT BARE]. Everything complete, ready to install in your boat, except gasoline tank and piping. This engine is guaranteed to develop 3½ horse power—is as powerful as most 4 h. p. motors, and is as carefully built,—has as thorough workmanship as one of the Grayling's 40 h. p. engines..... **$67.50**

We built and equipped a fine new factory in the winter of 1906-07; but so enormous was the demand for Gray Motors that we out-grew it, and have just built and moved into another new and larger plant *[5 stories]*—3 times as large, where we have installed the finest and most modern machinery, the same machinery used in building high-grade automobiles.



Write today for new 1908 Catalog.

GRAY MOTOR CO., 56 Leib St. Detroit, Mich.

GRAY MOTORS

PRODUCED BY UNZ.ORG
ELECTRONIC REPRODUCTION PROHIBITED

THE DOCTOR'S GIFT

Food Worth its Weight in Gold

We usually expect the doctor to put us on some kind of penance and give us bitter medicines.

A Penn. doctor brought a patient something entirely different, and the results are truly interesting.

"Two years ago," writes this patient, "I was a frequent victim of acute indigestion and biliousness, being allowed to eat very few things. One day our family doctor brought me a small package, saying he had found something for me to eat, at last.

"He said it was a food called Grape-Nuts, and, even as its golden color might suggest, it was worth its weight in gold. I was sick and tired, trying one thing after another to no avail, but at last consented to try this new food.

"Well! it surpassed my doctor's fondest anticipation, and every day since then I have blessed the good doctor and the inventor of Grape-Nuts.

"I noticed improvement at once, and in a month's time my former spells of indigestion had disappeared. In two months I felt like a new man. My brain was much clearer and keener, my body took on the vitality of youth, and this condition has continued."

"There's a Reason." Name given by Postum Co., Battle Creek, Mich. Read "The Road to Wellville," in pkgs.

Wall Street Fluctuations

need not give you any anxiety or keep you awake at night, if you have your savings, or surplus, safely invested in the Industrial Savings and Loan Co.

Earning 5% a Year

You can open an account at any time, subject to withdrawal upon required notice. Your savings begin to bear earnings the day received and reckoned for full time money is in our care, no matter when withdrawn.

Fifteen years of experience and expert knowledge of New York and suburban Real Estate, and millions of dollars securely placed on loans to responsible home-owners, is our open record, during which period we have never failed to pay 5% per annum in every instance. Our business is conducted subject to the requirements of the New York Banking Law as applied to Savings Institutions. Write for detailed information.

INDUSTRIAL SAVINGS and LOAN CO. NEW YORK CITY

Assets $1,750,000

INDUSTRIAL SAVINGS AND LOAN CO.

10 Times Bldg.
Broadway & 42d St., New York

THE "National" Guarantee Tag

If YOU are not pleased with this garment, return it at our expense, and we will refund your money.

National Cloak & Suit Co.
New York City

This Tag Goes on Every "National" Garment

This is our Guarantee of Complete Satisfaction. It means to you that your Spring Suit will be made to order at our risk.

You need only to write to-day for our complete Fashion Guide and Samples of the new Spring Materials. We will make to order any of our New York suits from the material you select—and then we will put this **"National Guarantee Tag"** on the finished suit.

That means the suit we make for you must please you perfectly in every way or you can return it and get your money back.

So we want you **to-day** to write for our complete

SPRING FASHION GUIDE AND SAMPLES (Sent Free)

We want every American Woman—we want YOU—to sit right down **NOW** and write for this **Free Fashion Guide and these Samples.**

This Fashion Guide shows

Spring Suits

Made-To-Order
New York Styles

$6 to $33

Ready-Made Departments.

OUR FASHION GUIDE and Complete Wearing Apparel Catalogue (sent free) also illustrates and describes a complete line of Ladies' Ready-Made Lingerie Dresses, Tub Suits, Silk Shirt-Waist Suits, Skirts, Rain-Coats, Silk Coats, Separate Jackets, Shirt-Waists, Muslin and Knit Underwear, Petticoats, Hosiery, Kimonos, Corsets, Sweaters, Neckwear, Belts, etc., also a beautiful line of Misses' Wash Dresses, Confirmation Dresses and Tailor-Made Suits; Children's Dresses and Infants' Dresses, Cloaks and Caps.

We prepay postage or expressage on anything you order from us to any part of the United States.

Write to-day for our FASHION GUIDE AND WEARING APPAREL CATALOGUE—sent free by return mail, and if you desire samples of materials for a Tailor-Made Suit or Visiting Dress, **be sure to mention the colors you prefer.**

National Cloak & Suit Co.

216 West 24th Street, New York City

Largest Ladies' Outfitting Establishment in the World

Mail Orders Only *No Agents or Branches*

PRODUCED BY UNZ.ORG
ELECTRONIC REPRODUCTION PROHIBITED

The Outlook Classified Advertising Department

Advertising rates are: Hotels and Resorts, Apartments, Summer Camps, Tours and Travel, Real Estate, Pet Stock and Poultry, forty cents per agate line. Not less than four lines accepted. In calculating space required for an advertisement, count an average of six words to the line unless display type is desired. "Want" advertisements, under the various headings, "Board and Rooms," "Help Wanted," etc., seven cents for each word, initial, or number. The first word in each advertisement is uniformly set in capitals. Any other words may be set in capitals, if desired, at double rates. If answers are sent in care of The Outlook, to be forwarded, the advertiser is charged twenty-five cents for the address.

Orders and copy for Classified Advertisements must be received eight days before the Saturday on which it is intended the advertisement shall appear. Address Advertising Department, The Outlook, 287 Fourth Ave., New York City.

Hotels and Resorts

ENGLAND

LONDON WEST CENTRAL HOTEL SOUTHAMPTON ROW
Ideal Temperance Hotel. American quarter. 250 guests. Ap't & Bkft from $1.25. Dinner 75c.

BELGIUM

ANTWERP, QUEENS HOTEL
Center of sights. Near Cathedral. Elegant appointments. Room 4 to 6 francs. Table d'hôte 4 francs. American Plan.

GERMANY

HANNOVER, Langensalzastr. 19 HOME FOR YOUNG LADIES
(Töchterpensionat Weber). A refined and comfortable home is offered to young ladies desirous of making a visit to Hannover for purposes of pleasure or study. Best American, English, French, and German references.

CALIFORNIA

Hotel Green
PASADENA, CAL.
American and European plan. A fireproof resort hotel of refinement and highest standard of excellence. Open Nov. 27, 1907.
J. H. HOLMES, Manager.

CONNECTICUT

Crest View Sanatorium
Greenwich, Ct.—First-class in all respects; home comforts. H. M. HITCHCOCK, M.D.

DISTRICT OF COLUMBIA

THE HAMILTON
14th and K Sts., N. W.
Washington, D. C.
A select family and transient hotel; conveniently located; thoroughly comfortable and homelike. Good table. American plan. Rates, $2.50 to $4.00 per day. Send for booklet. IRVING O. BALL, Prop.

Carroll Springs Sanitarium
40 minutes by trolley, 15 min. by train from **Washington, D. C.** Especially attractive during early spring. Address for booklet
Dr. G. H. WRIGHT, Forest Glen, Md.

LOUISIANA

Quaint, Historic NEW ORLEANS
Stop at
New St. Charles Hotel. Fireproof. Write for pamphlet. A. R. BLAKELY & Co.

MAINE

THE BEECHES Paris Hill, Maine
A sanitarium for semi-invalids. Mountain scenery. 900 feet elevation. Electricity, baths massage. Dr. CHARLOTTE F. HAMMOND.

NEW JERSEY

THE INN
BROWN'S MILLS-IN-THE-PINES
NEW JERSEY
2½ hours from New York; driest climate in the East; 10 to 15 degrees warmer than New York City; trains leave New York daily via Penna. R. R., 2:55 P.M., arrive Brown's Mills, 5:40 P.M. N. Y. Office, Cambridge Bldg., 33d St. and 5th Ave. Tel. 3509 Mad. Sq.

NEW JERSEY

"The salt breath of the sea brings health"

GALEN HALL
Hotel and Sanatorium. ATLANTIC CITY, N. J.
Baths and massage in our well equipped departments will help many suffering from the strain of recent financial disturbance. Trained attendants only. Baths open to guests of other hotels. F. L. YOUNG, Manager.

The RALSTON ATLANTIC CITY NEW JERSEY
Quiet, restful. 128 St. James Place, near Board Walk. Booklet. CORA BENEDICT TAYLOR.

IDYLEASE INN
Newfoundland, New Jersey
Open Throughout the Year
WINTERS DRY AND BRACING
Let us send you our booklet.

MASSACHUSETTS

BALLSTON BEACH
TRURO, MASS.
If you want a cool, cozy cottage on the ocean beach, cheap board, and delightful location, send for Booklet.

WOODLAWN, West Newton, Mass.
A high-grade, private sanitarium exclusively for the care and treatment of **EPILEPSY.** Terms moderate. Address correspondence to Dr. H. W. HAMMOND, Med. Supt.

NEW YORK CITY

HOTEL JUDSON 53 Washington Square,
adjoining Judson Memorial Church. Rooms with and without bath. Rates $2.50 per day, including meals. Special rates for two weeks or more. Location very central. Convenient to all elevated and street car lines.
Mrs. JAMES KNOTT, Proprietor.

HOTEL PIERREPONT
Absolutely fireproof. **West 32d St.,** near B'way, New York City. A superior, perfectly appointed hotel, appealing especially to people of refinement. European plan. Room, with bath, $2.50 to $4.00. HARRY L. BROWN, of Hotel Victoria, Boston, and Islesboro Inn.

NEW YORK

Fenton House Adirondacks 18 Cottages
Altitude 1,571 ft. A noted place for health and rest. Rates $2 per day, $10 and $12 per week. Write for folder and particulars.
C. FENTON PARKER, Number Four, N. Y.

Spa Sanatorium Ballston Spa, N. Y.
Restful home. Modern equipments, 6 miles from Saratoga. A. I. THAYER, M.D.

THE SANITARIUM
After the holiday festivities are over comes a time for rest. Why not visit the popular Health resort at Clifton Springs, N. Y., and avail yourself of the baths, massage, electrical and other treatments, which are such indispensable aids to rest and recuperation. The rates are very reasonable and include all necessary treatments. No insane or Tubercular cases received.
Write for Booklet and Prices
THE CLIFTON SPRINGS SANITARIUM
CLIFTON SPRINGS, N. Y.

The Gleason Health Resort
ELMIRA, NEW YORK
All forms of baths, electricity, massage, elevation 1,000 ft. Fine climate; all modern conveniences. **Dr. JOHN C. FISHER,** resident physician. Write for booklet to **Edward B. Gleason, Prop.**

NORTH CAROLINA

PINEY WOODS INN, modern hotel. Long leaf pine region. Golf links, fine condition, free; tennis, croquet, orchestra; spring water. No consumptives. Cottages to rent ST. JOHN & SON, Southern Pines, N. C.

PENNSYLVANIA

Easton Sanitarium For treatment of the nervous or mentally ill. Superior location; skilled care. Visit here before selecting a place elsewhere, or call up Dr. Kinney for particulars. 'Phone 1661, Easton, Pa.

Wernersville, Penna.
The Sunset
A mountain health resort. Fine dry air. Beautiful scenery. Special attention given to Neurasthenia. J. D. MOYER, M.D., Mountain Sunset P.O

Property Wanted

WANTED—House or bungalow near or on water where bathing can be had. Not at a fashionable resort, but away from the crowds and where living expenses are reasonable. Location and surroundings must be healthy and rental low. Address with full particulars 4,765, Outlook.

WANTED *In the Berkshires*—A small furnished cottage with bath, near trolley. Private family of 3. Rent about $300 for season. 4,733, Outlook.

PRODUCED BY UNZ.ORG
ELECTRONIC REPRODUCTION PROHIBITED

Tours and Travel

EUROPE SIXTY TOURS

Tours de Luxe and shorter Vacation Tours, $150 to $1,165. Limited Parties. All Expenses Included.

SOUTH AMERICA. Grand Tour leaves in June.

Tours and Tickets Everywhere

THOS. COOK & SON

New York, Boston, Philadelphia, Chicago, San Francisco, and 140 Offices Abroad

Established 1841

Cook's Travellers' Checks Are Good All Over the World

PATHWAYS TO THE London Congress Summer 1908

Teachers of Art at LONDON in August

Suggestive By-ways. Write for Official Guide

TRAVEL COMMITTEE

20 Trinity Place, Boston

EUROPE Two or three vacancies in private party touring Continent, England, and Scotland. Apply at once. Address 1,014, Outlook.

American Travel Club **Wilmington, Delaware**

De Luxe Tours. Small, Private Parties. Italy to England, May 9, $500, 64 days. June 20, $650, 76 days. June 20, $525, 63 days. **University Tours. Education, Recreation.** Italy to England, June 25, $450, 74 days. **Little Journeys, Moderate Cost.** Italy to England, June 25, $375, 65 days.

ITALY TO ENGLAND Party of six sail in April. Leisure and comfort. Four months, $1,000. Itinerary and references. Two vacancies. 4,661, Outlook.

EUROPE High-grade Continental tour, 101 days, May 30, $725. Spain, Riviera, and Southern Italy, $450. British Isles, $395. Address Dr. M. M. KUGLER, 7 E. 4th St., Cincinnati.

HENDRICKSON'S

European Tours 21st Year

SPRING and SUMMER

A Splendid Program of HIGH CLASS TOURS at most reasonable prices.

Special attention given to EDUCATIONAL and CULTURAL value of Foreign Travel.

Write to-day for "Spring" and "Summer" Booklets. THOS. O. HENDRICKSON, 343 Fulton St., Brooklyn, N. Y.

JOLLY HOBO TOUR

Delightful walking tour in Europe for health fun, culture. Both sexes. Rev. ROYAL RANSOM MILLER, 211 West 71st St., New York.

Bureau of University Travel

Spring Tours	Address
Summer Tours	20 Trinity Place
"Athena" Cruises	Boston

EAGER TOURS

Leisurely, high-grade travel; small, select parties; experienced conductors. Inclusive prices. 308 N. Charles St., Baltimore, Md.

GOING TO EUROPE?

Free information about best tours. **Italy to Scotland,** 70 days, sailing June 27, $495. Special tours to **Greece, Norway,** etc. Dr. A. S. COOLEY, Auburndale, Mass.

NAPLES to Edinburgh, with or without Vienna-Berlin, June 20. Other tours. 10th year. Book, map free. W. A. Johnson, 917 Madison Ave., Baltimore

---

MARSTERS FOREIGN TOURS

During June and July to the

British Isles, The Continent, and Italy

Six parties; 38 to 60 days; $195 to $480.

FEATURES:—Limited numbers; reputable hotels; conductors of experience and education; leisurely travel and sightseeing. Descriptive itinerary free on application.

298 Washington Street, Boston
31 West 30th Street, New York

$850 European Trip of four months. Sailing last of April. Mediterranean route. Italy, Switzerland, France, and England. Party limited to three. References given and required. Address CORNELIA W. SCANDRETT, 301 Topeka Ave., Topeka, Kan.

EUROPE Small, select party of ladies, sailing July 3d by White Star Line, Mediterranean route. 67-74 days. Fifteenth summer tour. Miss BARBOUR, 29 E. 29th St., N. Y. City.

AUTO-TOUR ITALY Young ladies chaperoned for Italian Tour, April, May, by refined ladys. References. Mrs. V., 31 W. 30th St., N. Y.

SPRING, SUMMER, FALL TOURS

Italy, Switzerland, Germany, France, England, Norway, North Cape, Sweden, Russia, Egypt, Palestine, Greece in Summer, Around the World. Booklets. H. W. DUNNING & Co., 101 Cong'l House, Boston.

IDEAL EUROPEAN TOUR, accompanied by Dr. and Mrs. Miniñe. Sailing July, "Baltic." Superior. Limited. $375. (No extras.) Book **NOW.** "POLYTECHNIC," 719 Tremont Temple, Boston.

EUROPE Delightful summer tours; leisure and comfort. Leadership unexcelled. Itineraries upon request. Steamship tickets to all points. PANTLIND'S TOURS CO., 41 Clarence Bldg., Cleveland.

ENGLAND and the CONTINENT. Summer tour; fine itinerary; private party; experienced conductor. Full information from E., 4,883, Outlook.

ISABEL F. HAPGOOD

will take girls or ladies abroad, for residence and study, or travel (Russia or elsewhere). Address 4,889, Outlook.

EUROPE 10 Countries

300 miles coaching, Naples to Norway. For program write Rev. Dr. WITHROW, F.R.C.S., Toronto, Can.

---

9 weeks in **EUROPE.** Naples to Liverpool, including famous Amalfi Drive and Alpine coaching. Sail from New York July 3. Itinerary of Miss Silvernail, San Mateo, Fla.

Europe.—Summer tour, 66 days. **$330.** Mediterranean route. Seven countries. Private party. Conductor, chaperon. Mrs. SHELTON, 31 Thurston St., Somerville, Mass.

RAYMOND & WHITCOMB'S TOURS

ALL TRAVELING EXPENSES INCLUDED

25 Union Square, N. Y.

Chautauqua Tours to Europe

Unique upon *art,* SCENERY, **history, LIFE** "Comfort" and "De Luxe" Tours. Prospectus. **Profs. Naylor and Rosebush, Appleton, Wis.**

MIDNIGHT SUN

NORTH CAPE

Norwegian Fjords

Skandinavian Tours a specialty

NORTHERN TOURIST BUREAU

18 Broadway

Europe & Norway Tours

Personally escorted. Membership restricted. Lowest rates. Booklet ready.

GILLESPIE & KINPORTS, 1 Madison Ave., New York. 200 No. 15th St., Phila.

ITALY AND SWITZERLAND

Splendid restful spring or summer tour. Best accommodations. Moderate. Limited party. **Italian taught free** by conductor, Prof. Eligio Barberis, 27 W. 96th St., N. Y. City.

EUROPE

Two summer tours conducted by prominent university lecturers. Small parties. Moderate cost. | BRYANT-SPENCE TOURS Monadnock Bldg., Chicago

---

YELLOWSTONE PARK Camping Parties

Seventh season. Delightful vacation trips. For ladies and gentlemen. Inexpensive Robert C. Bryant, Monadnock Blg., Chicago.

Robson's Old World Tours

Delightful summer tour, sailing July 3d. Azores, Gibraltar, Naples to Scotland. Send for itineraries. Mrs. EDW. A. ROBSON. 80 Warburton Ave., Yonkers, N. Y.

EUROPE Select two months' summer tour, $250

12 tours at lowest rates from **$165** up. British Isles, Belgium, Holland, France, Switzerland, Germany, Austria, Turkey, Greece, and Italy. For details apply **NOW.** The Temple Tours, P. O. Box Q 3,178, Boston, Mass.

Europe. Select, limited party. Excellent accommodations. All expenses included. Conductor of wide experience. The Rhine, Switzerland, Italian Lakes, Venice, Florence, Rome, Paris. 60 days. $425. Extension to England. Address 4,659, Outlook.

$165 and up. Circulars, map, full information free. Select, limited membership. **Ideal Tours,** Box 1,055o, Pittsburgh, Pa.

Ideal European Tours

Travel-Study Club

Free preparation. Select and limited. See Europe (June-Sept.) in private party. Dr. FLICK, Prof. Europ. Hist., Syracuse, N. Y.

EUROPE Select two months' Summer tour. $250

Personal escort; choice of routes; parties small; fine steamers. Apply at once. S. H. Longley, 314 Main St., Worcester, Mass.

University Prints

2,000 masterpieces, one cent each. Send two cents for catalogue. Address

20 Trinity Place, Boston

Three Months Abroad A small party sailing June 17 will visit Holland, Germany, Italy, Switzerland, France, England, Scotland. Address Miss DORA JOHNSON, Green Hall, the University of Chicago, Chicago, Ill.

EUROPE and ORIENT

27th season of uninterrupted success. *Comfort and leisure. Thorough sight-seeing under expert guidance. Limited parties. All arrangements first-class.*

Dr. and Mrs. HOWARD S. PAINE

148 Ridge St., Glens Falls, N. Y.

Winter in Italy

Comfortable American home life in Florence, with opportunity for study of art and languages. Trips to Rome, Venice, etc., if desired. Address 668, Outlook.

PRODUCED BY UNZ.ORG
ELECTRONIC REPRODUCTION PROHIBITED

Independent Travelers and Tourist Agents before making arrangements for Tours to

ENGLAND
HOLLAND
GERMANY
SWITZERLAND

or any part of

EUROPE

are invited to communicate with the General American Passenger Agency of the

NETHERLAND STATE RAILWAYS
and
FLUSHING ROYAL MAIL ROUTE

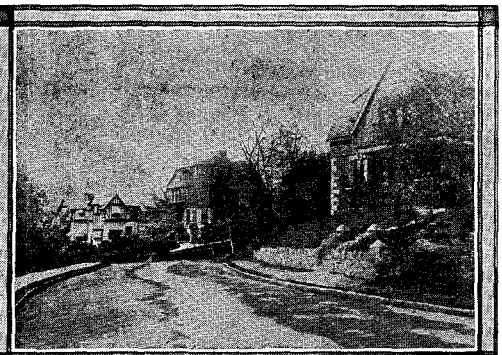
"RUNDREISE TICKETS"

CIRCULAR COMBINATION TICKETS AROUND CONTINENT OF EUROPE
"THE GREAT MONEY-SAVING SYSTEM"
Through Tickets from London to Continental Points.

COMPLETE EUROPEAN INFORMATION AND BOOKING BUREAU

Guide Books, Maps, Hotel Guides, R.R. and S.S. Time Tables, and full information furnished free. Address

C. BAKKER
General American Agent
407-409 Broadway, New York



Country Life and City Luxuries Are Delightfully Combined at

PARK HILL
On-the-Hudson
"THE SUBURB BEAUTIFUL"

The above picture shows a glimpse of this charming suburb. *Real* Homes, *Real* Trees and *Real* Improvements. Sewers, Water, Gas, Electric Light, Telephones, Police and Fire Protection, Churches and Schools NOW. Transportation facilities of the best. To live at Park Hill means **less than an hour to your office in New York City.** Write at once for Booklet. Attractive terms to people of refinement.

American Real Estate Company
505 Night and Day Building, 527 Fifth Ave., New York City

Tours and Travel

ITALY IN MAY
and **Northern Europe** in June.

AN IDEAL TOUR, under the leadership of Dr. H. H. Powers, Lecturer, Traveller, Art Critic. Sail April 18th, S. S. Republic.
Send for illustrated announcement.
BUREAU OF UNIVERSITY TRAVEL
20 Trinity Place, Boston

Coaching Thru Great Britain 33 days.
Continental extension four weeks. Gilt-edged references. JACOBS TOURS, Rock Valley, Io.

40 TOURS to EUROPE
Most comprehensive and attractive ever offered. F. C. Clark, Times Bldg., New York.

Summer Camps

CAMP WONPOSET
Bantam Lake, Conn.

An ideal vacation camp for young boys. Splendid climate. Plenty of wholesome fun, fishing, boating, and all the other sports boys love. Send for booklet to
ROBERT TINDALE
31 East 71st St., New York

Sokokis Lodge A Summer School and Camp for Boys
Bridgton, Me. Delightful location. Superior appointments. Booklet. G. H. LARRABEE, Newcastle, Me., or H. N. CUMMINGS, Worcester, Mass., Worcester Academy.

Summer Camps

Camp Katahdin
In the Maine Woods

The place to make boys manly

Thorough equipment, ideal surroundings and best of care. Number limited. References required. Seventh season. HENRY C. HART, 262A Benefit St., Providence, R. I.

Camp Algonquin
A Summer Camp for Boys
ASQUAM LAKE, N. H.

Twenty-third season opens June 26. Personal supervision, outdoor life, tutoring. A camp for manly boys. For circulars address
EDWIN DE MERITTE
180 Beacon St., Boston, Mass.

Pasquaney Nature Club FOR GIRLS
On New Found Lake, White Mountains. Athletics, boating, canoeing, swimming, nature study, tutoring. For booklet address
Mrs. ELMER E. HASSAN,
851 West End Avenue, New York City.
After June 1st, Bristol, N. H.

Camp Winnisquam
FOR BOYS. LAKEPORT, N. H.
Where real boys have "the best time of their lives." Cottages and tents. Mountain climbing and boating trips. Baseball, tennis, swimming, fishing. Saddle horses provided without extra charge. Illustrated booklet.
M. H. MOODY, Box 1, Waterbury, Vt.

Wyonegonic Camps for Girls
BRIDGTON, ME.
Situated in one of the most beautiful lake regions in the world. Water and field sports. Illustrated booklet on request.
Mr. and Mrs. C. E. COBB, Providence, R. I.

Summer Camps

ALOHA CAMP
FOR GIRLS
Fourth Season. Lake Morey, Fairlee, Vt.

We receive a limited number of girls into our summer home. Substantial furnished house for headquarters; also board-floor tents. Healthful location, fine scenery. Boating, swimming, tennis, handcrafts, nature-study, horse-back riding, mountain climbing, etc. Experienced camp counselors. Girls' health and welfare our first care. *For illustrated book* address Mr. and Mrs. E. L. GULICK, Maple St., West Lebanon, N. H.

Rocky Mountain and Yellowstone Park
SUMMER CAMP FOR BOYS

Horseback through the heart of the Rockies and Yellowstone Park. Indian dances, ranch life, mountain climbing, fishing, etc. Ideal, delightful, beneficial trip for growing boy. Supervised by college men. Second season begins July 1st. Send for booklet.
CHAS. C. MOORE, LL.B.,
Fort Washakie, Wyo.

Hillcrest 6th Season
Camp for Girls
Canaan, N. H. Under the care of two Boston teachers. Miss E. F. SIMMONS, 10 Ashford St., Allston, Mass.

CAMP OXFORD, Oxford, Maine. A Superior Summer Camp for Boys. **Sports of all kinds.** Four-day tramps. White Mt. tours. Manual training. Orchestra. Library. Eight buildings. Tents. Everything for a boy's comfort and delight! Booklet. A. F. CALDWELL, A.M.

Camp Pukwana for **GIRLS** **Lake Winnipesaukee**
New Hampshire, White Mountains. 5th season. Rowing, swimming, athletics; instruction optional. The Misses Blake, 127 W. 56th St., N. Y.

PRODUCED BY UNZ.ORG
ELECTRONIC REPRODUCTION PROHIBITED

The Outlook List of Trustworthy Real Estate Agents

CALIFORNIA

RIVERSIDE
W. W. WILSON

SANTA BARBARA. Furnished houses; also in Montecito. LOUIS G. DREYFUS

COLORADO

DENVER. 1020 15th St.
LYONS & JOHNSON

CONNECTICUT

MIDDLETOWN
CHARLES REYNOLDS

WEST CORNWALL. Summer homes and farms. W. D. BOSLER

KANSAS

TOPEKA. Real Estate and Loans.
GEO. M. NOBLE & CO.

TOPEKA. 116 W. 6th St.
WILSON & NEISWANGER

MAINE

NORTHEAST HARBOR
JEROME H. KNOWLES

OGUNQUIT
GEO. H. LITTLEFIELD & SON

PORTLAND. The oldest Real Estate concern in Maine. B SHAW & CO.

PORTLAND. Summer cottages, farms and camps a specialty. F. S. & E. G. VAILL

YORK HARBOR
J. PERLEY PUTNAM

MASSACHUSETTS

GLOUCESTER. Fifty miles of seashore properties on Cape Ann. M. J. MEAGHER

GREAT BARRINGTON
FULLER & TAYLOR

MASSACHUSETTS

MARBLEHEAD. Renting and selling of seashore estates. G. R. HATHAWAY

PITTSFIELD. Country property in the Berkshire Hills. W. R. GARDENER CO.

PITTSFIELD
FRANK RUSSELL & CO.

STOCKBRIDGE
DANIEL B. FENN, Elm St.

NEBRASKA

OMAHA. Farm Loans. 914 N. Y. Life Bldg. JOHN N. HASKELL

NEW JERSEY

BOONTON, Morris and Passaic Counties. Country property a specialty. J. L. BROWN

EAST ORANGE. 28 Prospect Place, Brick Church Sta. JOHN G. WITHROW

ENGLEWOOD. New York Office, 140 Nassau St. E. C. DILLINGHAM

HACKENSACK
ROMEYN & DEMAREST

NEWARK. 788 Broad St.
FRANKLIN F. MAYO & CO.

NEW YORK CITY

31 Nassau St.; 932 Eighth Ave.
JOSEPH P. DAY

NEW YORK

FAR ROCKAWAY
A. C. HAYNES

LAKE PLACID
P. E. LEWIS

NEW YORK

MT. VERNON
ANDERSON REALTY CO.

PORT CHESTER. Westchester County Realty. BERRY & CO.

SARANAC LAKE
GEO. V. W. DURYEE

SARANAC LAKE
W. F. ROBERTS

SARATOGA SPRINGS
LESTER BROTHERS, 377 Broadway

NORTH CAROLINA

ASHEVILLE. 23 Patton Ave.
LA BARBE, MOALE & CHILES

RHODE ISLAND

WESTERLY and Watch Hill
FRANK W. COY

SOUTH CAROLINA

AIKEN
JOHN LAIRD, Laurens St., P. O. Box 134

AIKEN
REAL ESTATE AND FIDELITY CO.

VERMONT

BRATTLEBORO
S. W. EDGETT & CO.

BURLINGTON. Farms and summer homes. REYNOLDS REAL ESTATE CO.

VIRGINIA

CHARLOTTESVILLE. Farms, City and Suburban Homes. T. P. CARVER

NORFOLK. City Property, Farms, Timber. JOS. R. IVES & CO., 143 Plume St.

Real Estate

ENGLAND

A HOLIDAY IN LONDON

Well furnished house (Bechstein grand piano), close to the British Museum, to be let from 2 to 6 months from April 1st. Servants if required. Cost 6 guineas per week. Dining room, study, two reception rooms, 5 bedrooms. Apply PERCY ALDEN, M.P., 1 Woburn Square, London, W.C.

CANADA

CANADIAN PACIFIC RAILWAY CO.'S

Farm lands in "Sunny Alberta," Canada, are the safest investment because of soil, climate, crop yields, markets, railroads, modern improvements, natural products, cost of living, social and religious advantages, and healthfulness. Wheat, 40 to 50 bushels; oats, 80 to 100 bushels per acre, common. Daily average maximum temperature for January, 1908, at Chicago, 34.36°; at Calgary, Alberta, 37.51°.
NICHOLS BROS., Gen'l Agents,
131 La Salle St., Chicago.

FOR SALE
160 Acres on Howe Island
ST. LAWRENCE RIVER

Beautiful location; extensive river frontage; fine beach, good fishing and hunting; lovely building sites for Summer homes; about 5 miles from Clayton, N. Y. For particulars address E. L. HESSENMUELLER,
1625 W. 25th Street, Cleveland, O.

CONNECTICUT

LITCHFIELD HILLS. Farm for sale, 100 acres; stone house, 14 rooms; new barn; healthful, surpassing view; bordering $150,000 estate; 3 hours from New York by through express in summer. Francis Bissell, Bantam, Ct.

CONNECTICUT

Greenwich, Conn.—An artist's delightful summer place on hilltop in private park. Secluded, convenient. Sale or rent. Get full description and photos. Write Elizabeth Gowdy Baker, Bryant Park Studios, N. Y. C.

FOR SALE OR RENT—Farm of 50 acres in beautiful village among Litchfield Hills, on Housatonic River, 3 hours from N. Y. City. House 8 rooms. Furnished. Modern conveniences. 4,655, Outlook.

Litchfield Hills Completely furnished cottage. Rent for season, $175. Miss R. N. HORNOR, 3716 Chestnut St., Philadelphia, Pa.

To Rent for season, well furnished homestead at Mystic, Conn. 10 rooms and attic. Ocean view, shady lawn, fruit and flowers. Excellent drinking water, 5 minutes to trolley. Churches, library near by. 4,701, Outlook.

A COUNTRY HOME
NORFOLK, CONN.

A summer residence. Three hours from New York. City improvements. Equity $7,500. Elevation 1,400 ft. S. A. SELDEN, Norfolk, Ct.

Active Farm, 40 acres. Good house, barn, Eastern Connecticut, near Long Island Sound. Unusual opportunity, $3,000. Write for booklet 45. CRUTTENDEN, Norwich, Conn.

TO RENT Moderate cost, **Furnished Cottage** or livable barn in hills. Attractive locality. MARSHALL W. LEACH, Plymouth, Litchfield Co., Conn.

THE INN
POMFRET CENTRE, CONN.
G. VINTON, Proprietor.
Furnished Cottages To Let

CONNECTICUT

POMFRET CENTRE, CONN.
REAL ESTATE FOR SALE AND TO LET
G. VINTON, Agent

RIDGEFIELD, CONN.

For sale or rent—Attractive place, 2 miles from station. House has 8 bedrooms and bath, besides parlor, dining room, kitchen, etc. Also 5-room cottage, garage, stable, ice house and chicken house. All buildings in perfect order, 70 acres of land, good brook and pond. Extensive views. Also 100 acres for sale. Good farm buildings. Magnificent views. **EDGAR & CURTIS,**
546 Fifth Ave. Cor. 45th St.

Conn. & West. Co.

Sound, lake shore, rents, cheap farms, easy terms. A. V. B. HAWLEY, Ridgefield, Conn.

For Sale—At Riverside, Conn.

Building plot of about seven acres, between Mianus River and Greenwich Harbor. Near Riverside Yacht Club. Fine dwellings in vicinity. Near station. Price $15,000. Address Box 570, 120 Broadway, New York.

Litchfield Hills
The Foothills of the Berkshires

900 ft. elevation; 2½ miles from R. R. station. Desirable summer homes and cottages for sale and for rent. BAKER & KIRBY, Sharon, Ct.

FOR SALE—SOUND BEACH, CONN. Old Colonial Homestead: house, barns, chicken house, garden, orchard; between 3 and 4 acres of land; convenient to station. Suitable for year round residence for New York business man. Price $15,000. Address Box 570, 120 Broadway, New York.

PRODUCED BY UNZ.ORG
ELECTRONIC REPRODUCTION PROHIBITED

Real Estate

CONNECTICUT

TO RENT At SHARON, CONN.—A substantial sixteen-room house, furnished or unfurnished. Fine location. Modern improvements. 4,811, Outlook.

FOR SALE at Sharon, Conn.—An eighteen-room house, delightfully situated, steam heat, electric lights. Ten acres land. $8,000. Half cash. 4,813, Outlook.

To Rent for Summer at
STONINGTON, CONN.
On Darling Hill, 1½ miles from railway station. Large cottage (furnished), 14 rooms, all imps., stable, unobstructed water view from New London to Block Island. Rent for season $800. Apply direct to owner,
SAMUEL DOUGHTY,
289 Washington Ave., Brooklyn, N. Y.

TO RENT—Furnished Cottage, 14 rooms, high elevation, spring water, good drainage. Picturesque lake near by. S. R. Scoville, Litchfield Co., W. Cornwall, Conn.

FOR RENT—Six furnished rooms for the season of 1908, in **Litchfield County** Hills. Tamarock Cottage, $100. B. H. JOHNSON, Winchester Center, Conn.

FARM BARGAINS—Litchfield County, Conn.; Berkshire County, Mass.; 3 to 700 acres, $500 to $25,000; good markets; fishing, hunting; write for list. J. K. SMITH, Station A, Winsted, Conn.

FLORIDA

Unusual Opportunity

An Estate offers for sale at a low figure the following attractive property, desirably located three blocks from trolley line in the growing and prosperous city of

PENSACOLA, FLORIDA

Eleven acres surrounded by McCartney rose hedge; many magnificent magnolia and other trees, also plants in great variety; hundreds of rose bushes of choicest selection; golden dwarf arbor vitæ hedges, huge azalea bushes, fruit trees, etc., all under careful and continuous cultivation for thirty years. Dwelling 8 rooms and bath; laundry; outbuildings consisting of dwelling 7 rooms, cow barn furnished for high-grade stock accommodating 30 head, milk house, stable, 8 box and ordinary stalls, carriage room, good wells, windmill, large tank—all buildings, etc., in thorough order. Apply
A. R. STODDART, 100 William St., New York
or A. V. CLUBBS, Pensacola, Fla.

FLORIDA Rich phosphate lands, well located, mostly covered with virgin timber. Will cut over six million feet. Twenty-six hundred acres. Also thirty-eight thousand acres close to Tampa. Prices less than one-fourth value. Address G. T. WIGGIN, Omega, Georgia.

MAINE

House For Sale on the beautiful shore of **Penobscot Bay.** Inquire HATTIE MARRINER, 15 Bayview St., Belfast, Me.

TO LET A NEW TWO-STORY COTTAGE, eight rooms, including bathroom, and fully furnished. H. P. CHANDLER, Belgrade Lakes, Maine.

CAMDEN, ME. Summer cottages for rent, fully furnished; pure running water; perfect sanitation; all modern imp'ts; seashore and mountains combined. J. R. PRESCOTT, 52 Union St., Boston.

FOR RENT, FURNISHED, AT FALMOUTH FORESIDE, ME.
25 minutes by trolley from Portland. Fine cottage, facing Lady Cove, Casco Bay. Good stable. Particulars from H. B. McLaughlin, North American Building, Philadelphia.

To Rent New cottage, furnished, near seashore. Beautiful view of Mount Desert hills. Photograph if desired. F. A. BIRLEM, Great Cranberry Island, Me.

MAINE

Penobscot Bay
Dark Harbor, Islesboro, Maine

For sale or to rent, furnished modern summer residence, built and furnished for owner's use. 10 rooms, 3 bathrooms, 18 closets, 6 open fireplaces, furnace. Best of plumbing, inexhaustible water supply. Ample piazza, attractive terrace, about 4 acres of land. The combination of mountains, sea, and islands presents a view of great beauty. For particulars address 4,775, Outlook.

North East Harbor, Me.
Desirable cottages for rent at North East and South West Harbor. Apply to ALVAH L. REED, Real Estate Agent, N. E. Harbor, Me.

Prouts Neck To Rent. Ocean front. 3 cottages, furnished complete. Baths and large, airy rooms. Kennebeck River near Bath. 20 acre island with bungalow. Arthur B. Homer, Quincy, Mass.

Prouts Neck, Me. 2 Furnished Cottages for season. Near hotels, bathing beach, and new golf links. Finest bathing on coast. N. T. WORTHLEY, Jr., Portland, Me.

MARYLAND

Real Estate of all Descriptions
SALE OR RENT
J. M. STOWE, 2112 Oak St., Baltimore, Md.

200 Maryland Farms on the Eastern shore, the Eden of America. Address J. Frank Turner, Easton, Maryland.

FOR SALE
First Class Stock Farm
containing 445 acres, 400 acres in grass for years; balance in wood; located in Montgomery County, Maryland, on macadam road; 8 miles from Washington, D. C. Suitable for subdivision. Would divide in lots not less than fifty acres. Correspondence requested. OLIVER H. P. CLARK, Silver Spring, Md.

MASSACHUSETTS

ARLINGTON HEIGHTS
Furnished modern house for rent. View over all Greater Boston, 7 miles distant. Open fires. Piazzas, fruit, garden, stable. Lucy F. Perkins.

TO LET, FURNISHED For the Summer
Near State House, in Boston, Mass. Old-fashioned, cool, and convenient house of four sleeping rooms, besides two servants' rooms, parlors, library, etc., two bath rooms. Rent $100 a month. 4,711, Outlook.

FARMS
COUNTRY PLACES
Illustrated Catalogue Free
BRECK'S
REAL ESTATE AGENCY
51-52 No. Market St., Boston, Mass.

FARMS IN NEW ENGLAND
Illustrated circular free upon receipt of address P. F. LELAND, 21 Minot Bldg., Boston, Mass.

SHORE FRONT 7 acres on **Buzzards Bay**
Desirable location for summer home. For particulars write 4,893, Outlook.

FOR SALE OR FOR RENT—Modernized Colonial Country Home, secluded, good elevation, prettiest town in **BERKSHIRE HILLS**; six acres, barn, garden; pine grove and summer house; ideal view; rented completely furnished summer. RALPH I. TAYLOR, Great Barrington, Mass.

MASSACHUSETTS

Cape Cod Furnished seven-room beach **bungalow,** on Nantucket Sound, village of Centreville. Rent $150. E. P. CROWELL, 409 Jefferson Ave., Brooklyn, N. Y.

CAPE COD on **BUZZARDS BAY**
House, stable, 22 acres. Ideal summer or permanent home. Will sell or rent. Write owner. H. B. L. DIMMICK, 34 No. Market St., Boston.

Edgemont in Stockbridge
Central Berkshire, beautiful location, shaded lawn. Furnished piazzas, running water, bath, sanitary. Moderate rent. G. P. BRADLEY.

EGYPT, MASS. Very attractive cottage. Fine ocean and country view. Ten rooms, bath, laundry, modern plumbing, fireplaces, hardwood floors, piazza three sides. Completely furnished. M. A. Sackrider, Box 409, Lexington, Mass.

Berkshire Hills Ten-room furnished cottage, modern conveniences, piano; summer season; desirable location. Box 1,458, Lee, Mass.

For Sale in Berkshire Hills
House 80 x 35 ft., 3 stories and basement; five piazzas entire length; suitable for private house, boarding, or hotel. Beautiful villa site on 15-acre grounds. At watering place near Pittsfield and Lenox, Mass. 4,917, Outlook.

Berkshire Co., Mass. Mt. Washington
Summer residence, stable, ice house, fully and well furnished; ice, wood, hay, carriages and harness. Rent $1,000.
JAMES MACNAUGHTAN, P. O. Box 52, N. Y.

Newton, Mass. For rent, from April to October
Beautifully furnished home in Boston's most attractive suburb. 12 rooms; modern improvements. References exchanged.
4,797, Outlook.

Berkshire Hills
In Pittsfield, Mass., and vicinity, to rent, furnished houses for summer season, ranging from small cottages to large country seats. FRANK RUSSELL & Co., Pittsfield, Mass.

For Sale in Berkshire Hills
500-acre farm; 250 wood and timber; 125 pasture; 125 tillable; equipped; dwelling-house, ten rooms; wood, ice, carriage-house, stables, barns, in perfect repair. Hundreds sugar maple trees; orchard, springs, trout-stream, groves. Villa site, beautiful scenery. Address Box 95, Lebanon Springs, N. Y.

To Rent, summer season, **Provincetown, Cape Cod,** furnished Cottage, $50 per month. Sailing, fishing; private beach. Apply F. HELM, 34 State St., Ossining, N. Y.

West Falmouth, Mass.
Bay breeze. Two furnished houses, $300 and $200 for season. Address J. H. DILLINGHAM, 140 N. 16th St., Philadelphia.

IN THE BERKSHIRES
At WILLIAMSTOWN For Rent
A furnished house with modern improvements; fireplace, telephone, private tennis court and garden; 10 rooms, 2 bathrooms, and laundry. Write Box 514, Williamstown, Massachusetts, or apply to J. D. WILLIAMS, 31 Nassau St., New York. Tel. No. 1061-Cort.

MINNESOTA

Improved Dairy Farms
240 acres, $6,000; 120 acres, $3,100; 80 acres, $3,080. J. S. MILLS, Elk River, Minn.

Your Money Invested in Central Minnesota Land is **absolutely safe.** Write me about it. W. J. CARSON, Glenwood, Minnesota.

PRODUCED BY UNZ.ORG
ELECTRONIC REPRODUCTION PROHIBITED